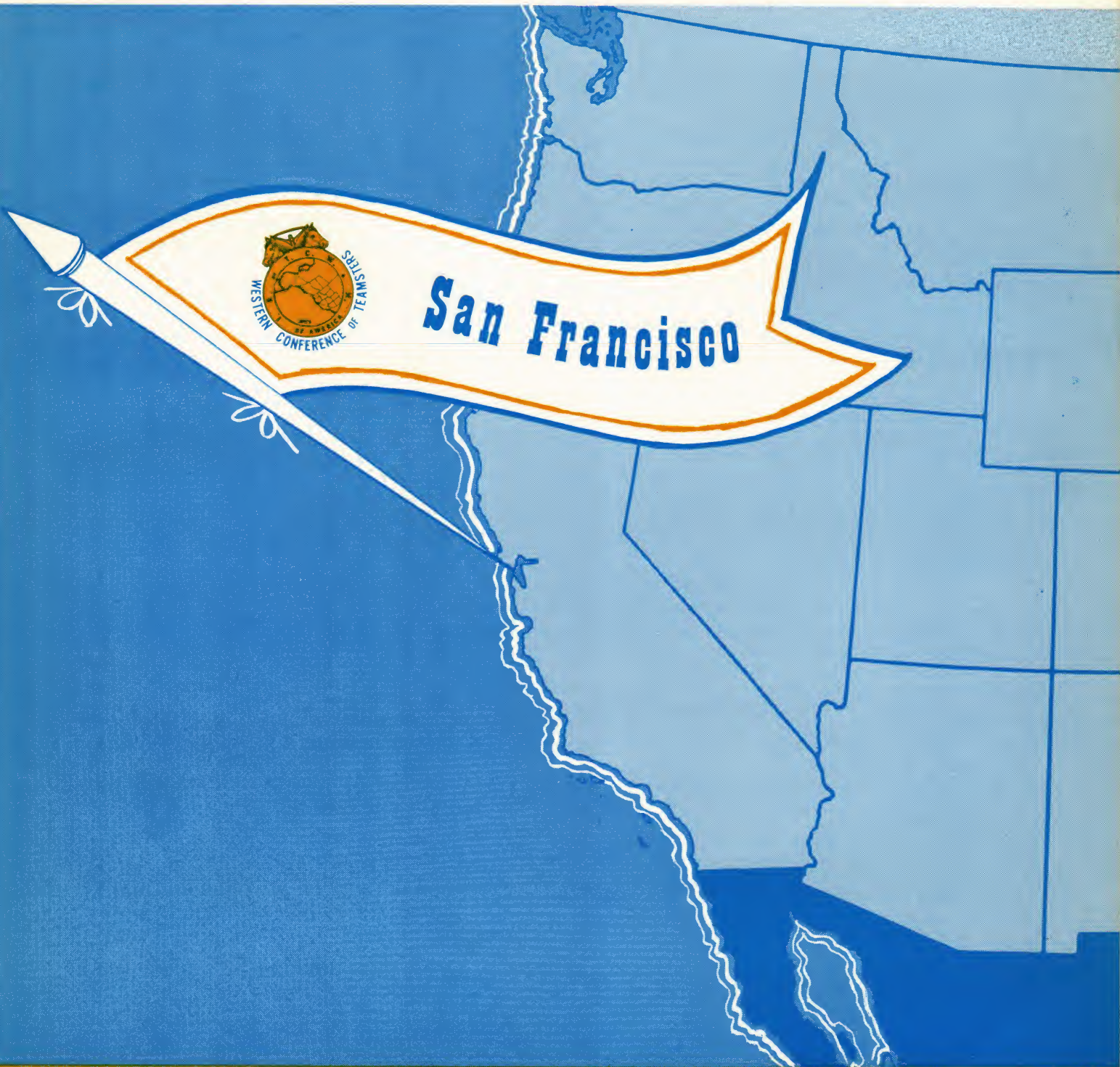


THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

AUGUST, 1965



Western Conference Holds 26th Meeting

see page 4



LABOR'S PLACE IN HISTORY

AS USUAL about this time of year, American workers are looking forward to the Labor Day holiday next month when once again they can while away a long weekend.

They will enjoy the special holiday whether or not they are aware that it was inspired and carried through to reality by pioneers of organized labor.

Too often forgotten, however, is the fact that the Labor Day holiday is but one of the benefits enjoyed by most workers in the United States today—thanks to unionism. Organized or not, working men and women now have rewards beyond pay that were flights of fancy a half-century ago and undreamed of a century ago.

"Paid holidays, paid vacations, and health insurance and pension plans now constitute an increasingly larger part of the American worker's compensation," noted the Bureau of Labor Statistics' recent fifth annual survey of supplementary benefits in all metropolitan areas.

The report added: "By 1959-60, nearly all workers were provided paid holidays and paid vacations, and a majority were covered by one or more health insurance and pension plans."

The study went on to say that in the last four years changes have taken the form of still more liberal benefits rather than the establishment of more plans. The various gains—call them gratuities, favors, or anything you like—for union and non-union workers alike all are directly traceable to precedents established by collective bargaining.

Today's story of holidays, for example, is a far different one from the time when workers were lucky if they got Christmas Day off from a "benevolent" employer.

About 95 per cent of plant workers in metropolitan areas and almost all office workers received paid holidays in 1963-64 according to the Labor Department. The average number of holidays was 7.9 per year for office workers and 7.1 for plant workers.

The five most common paid holidays are New Year's Day, Fourth of July, Labor Day, Thanksgiving, and Christmas Day. Memorial Day is free of work for 93 per cent of all office workers and 86 per cent of all plant workers.

Paid vacations have been on the rise since 1960. Last year, 42 per cent of all plant workers with 10 years' service received three weeks or more of vacation. Some 56 per cent of all office workers with 10 years on the job received 3-week vacations with pay. Twenty per cent of all plant workers and 22 per cent of all office workers with 20 years or more on the job now merit 4-week vacations.

Health insurance and pension plans cover more workers every year. In addition, there has been a great increase in so-called catastrophe (extended medical) insurance now enjoyed by 65 per cent of all office workers and 33 per cent of all plant workers.

Private pension plans which provide payments for the remainder of the worker's life after retirement applied to 79 per cent of all office workers and 69 per cent of all plant workers in 1964. An estimated 25,000,000 workers are covered by the plans.

Besides the fringe benefits cited, there have been some unusual innovations in recent years. Notable are the Teamster "sabbatical plan" on the West Coast, a Teamster "vacation bank" on the East Coast, the Kaiser profit-sharing plan, and an increasing number of optical and dental programs—every one of them pioneered by union contract. In years to come, such plans will be enjoyed by an increasing number of workers.

In a sense, the Labor Day holiday has become a symbol of all the fringes enjoyed by workers today. Whereas Labor Day once was celebrated as the only rare day off from toil, now it is but one of the many benefits available to all working people because of trade union achievement.

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THE INTERNATIONAL Teamster DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume No. 62, No. 8

August, 1965

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**Illinois-Michigan
Motorcades Fought
For 14(b) Repeal**



The International Teamster has an average monthly circulation of 1,506,608 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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From The



FIELD

Member Helps Campaign Against CF Disease

George P. Kurtz, a Teamster Airline Division representative working out of the Western Conference of Teamsters, has a special interest in fighting the dread disease known as Cystic Fibrosis, a chronic disease of infancy and childhood which affects the lungs and digestion.

Kurtz has lost two youngsters to CF and is raising a third child also afflicted with the malady. Youngsters affected with CF must sleep in plastic tents and take as many pills as other kids eat peanuts. To date, the oldest known survivor of the disease was 27 years of age.

Kurtz has made himself available to Teamster Joint Council and Local Unions in his area to seek support for the campaign against CF, hoping to increase donations to the National Cystic Fibrosis Research Foundation.

Council President On State Board

E. A. Carter, president of Teamster Joint Council 84 headquartered in Charleston, W. Va., has been appointed by West Virginia Gov. Hulett C. Smith to serve as a member of the State Advisory Council of the Department of Employment Security. The appointment extends to June 30, 1971.

Ohio Local Officer Ends 40-Year Career

Albert Young retired recently as president of Teamster Local 52 in Cleveland, Ohio, ending a 40-year career as an officer of the union.

Young held the presidency 19 years and prior to that served as vice president and business agent. He also served as a member of the executive board of Teamster Joint Council 41.

He plans to continue on the job, however, as treasurer of the Ohio Teamsters Credit Union.

Chicago Organizer On Catholic Council

Donald Tribeau, an organizer for Teamster Local 743 in Chicago, Ill., recently was elected to the board of directors of the Catholic Council on Working Life.

The council is a social action organization with a long history of work on migratory labor, fair credit practices, housing, and human relations problems.

Portland Teamster Gets Pasteur Medal

Ron Ridder, a member of Teamster Local 305 in Portland, Ore., recently was awarded the Pasteur medal by the Milk Industry Foundation.

Ridder was honored for his quick action in saving the life of a 7-year-old boy who suffered a cut jugular vein in a bicycle accident.

Idaho Sec'y-Treas. Retires from Job

Frank T. Baldwin, whose Teamster Union career spanned more than 28 years, retired recently as secretary-treasurer of Teamster Local 483 in Boise, Idaho.

Joint Council Prexy To Serve State

E. S. Benjamin, president of Teamster Joint Council 37 in Portland, Ore., recently was appointed by Gov. Mark Hatfield to the Oregon State Apprenticeship Council.

Benjamin also is president of Teamster Local 670 in Salem, Ore.

John Strong Dies In New York City

John E. Strong, long-time president of Teamster Local 807 in New York City, died recently after a long illness.

Strong joined Local 807 in 1927 and became president of the local union in 1943. He was re-elected to office seven times and also served Teamster Joint Council 16 as secretary-treasurer at one time.

Strong was instrumental in establishing Local 807's pension and welfare fund. He also originated the local union's newspaper which he edited through the years.

Working Man Slowly Losing His Rights

IN ALL THE furor and activity to secure repeal of Section 14(b) of the Taft-Hartley Act, organized labor has overlooked some disturbing developments which threaten to curb unions with a more crippling effect than a so-called "right-to-work" law ever did.

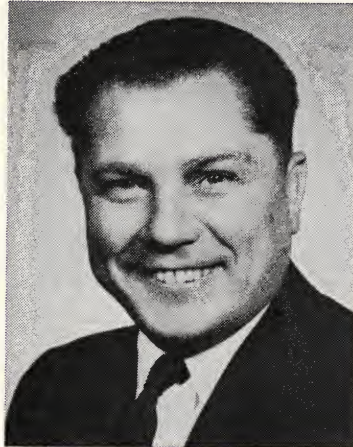
Many of the erosions of labor's rights come in the form of administrative and court decisions which often times give to employers weapons which run contrary to traditional rules of fair play at the bargaining table and upset any semblance of balance in negotiations.

In the so-called Pennington Case, which involved the United Mine Workers, the court decision contained anti-trust implications which have never been legislated by the Congress.

Wide-spread application of the Pennington theory will wipe out all efforts made over the years to provide equal pay for equal work, and will lay down a doctrine that only giant corporations can pay decent wages while smaller companies—even though operating at a handsome profit—can escape with sweatshop wages.

Former Supreme Court Justice Arthur Goldberg who had wide experience in labor-management affairs as counsel for Steelworkers and as Secretary of Labor, wrote a penetrating dissent from the majority opinion in the Pennington case because from his experience he saw the danger. He knew that such a decision could be the wedge by which anti-labor elements could drive anti-trust between the worker and his just share for his labor.

In another case which involved bargaining of closing



hours by the union and management, the court decision agreed that no law had been violated, but in extraneous remarks over and above the facts in the case wrote serious language which hinted at anti-trust application to labor-management affairs.

In yet another case, The American Shipbuilders Case, the court held that the employer may—if an impasse is reached in negotiations—lock his employees out. Thus, for the first time in the history of labor-management relations since passage of the Wagner

Act, we find that the employer may use the lockout as a weapon. He may force employees to accept less than they would have been able to obtain if the employer were required to sit in good faith at the bargaining table.

These are the kind of things which go on daily in this country, things about which leaders of organized labor generally seem to prefer to remain silent, and things which erode man's right to organize and bargain collectively.

While the propaganda media shout about the alleged power of big unionism, and this Nation tells the world "follow us and we will lead you to the threshold of Democracy," the working man's rights are whittled away by administrative and court decisions.

We must double and redouble our efforts in political action. Only by this method can we maintain our basic rights to organize, bargain, and strike if necessary, while trying to find answers to such pressing problems as automated unemployment, and other social problems which plague this nation in spite of its on-the-surface prosperity and success.

James R. Hoffa

STATE OF THE UNION

26th Meeting

Western Conference Meets in San Francisco

DELEGATES to the 26th meeting of the Western Conference of Teamsters, last month, in San Francisco, re-elected all but one of their incumbent policy committee members and cheered the reappointment of International Vice President Einar O. Mohn as Conference Director by Teamster General President James R. Hoffa.

Re-elected to the WCT policy committee were:

Herbert Bailey, E. S. Benjamin, Frank W. Brewster, Frank Donovan, Norman E. Finley, Fullmer H. Latter, Edward M. Lawson, George F. Leonard, Floyd Mendenhall, Ted Merrill,

Mark J. O'Reilly, Wendell Phillips, Robert L. Rampy, George Sebestyen, Gerald A. Shearin, and James F. Ward.

Newcomer to the policy committee is John H. Dillon, who replaces Vernon Pankey who did not seek re-election.

Host for the meeting was San Francisco Joint Council No. 7, and delegates and visitors received a warm welcome to the meeting from Joint Council President Joseph J. Diviny. Diviny is also an International Union vice president.

Welcoming Teamsters to San Fran-

cisco was Mayor John F. Shelley, who was an active member of Local 484 before entering political life.

Mayor Shelley reviewed the role of the Teamster in the development of San Francisco. He recalled that City's strike in 1901, the dockworkers strike in the 1920's in which he credited the Teamsters with tipping the scale to make the strike a success, and declared that the Teamsters had played a tremendously important role "in building the history of the City from then until now."

Also introduced to the WCT delegates were members of the Interna-

Welcoming delegates and guests to the 26th Western Conference of Teamsters is International Vice President Joseph Diviny who is also President of Joint Council No. 7 which was host for the meeting in San Francisco last month. Seated at head table (right to left) are IBT vice president

Harold Gibbons, Ralph Fagan, President of the Laundry Workers, IBT vice presidents Murray W. Miller, John T. O'Brien, Frank Fitzsimmons, Anthony Provenzano, General Secretary-Treasurer John F. English, San Francisco Mayor John Shelley, and Teamster President James R. Hoffa.



tional Union Executive Board who were in town for a meeting of that group (see story elsewhere in this issue).

Taking bows were International Vice Presidents John T. O'Brien, Diviny, Mohn, Harry Tevis, Gordon R. Conklin, John B. Backhus, George E. Mock, Murray W. Miller, Harold J. Gibbons, Anthony Provenzano, and Frank Fitzsimmons. Vice Presidents John O'Rourke and Thomas E. Flynn were absent because of illness.

Also introduced was Ralph T. Fagan, president of the Laundry Workers International Union.

Also present, and a featured speaker at the opening session of the WCT meeting, was General Secretary-Treasurer John F. English. Off of a Boston coal wagon, in the beginning days of Teamster organization to one of the highest elected offices in the organization, Mr. English embellished the meeting with a review of the good old days and the problems facing organized labor today.

Conference Director Mohn, in his report to the delegates, outlined a mixture of optimism and success with words of caution for the future.

Serious Problem

Mohn called automation and its impact on present jobs one of the most serious problems facing organized labor. He deplored the action of the California State Legislature which completely disregarded an appropriation request for \$75,000 to finance Governor Brown's 29-member Commission on Manpower, Automation and Technology. Started two years ago, this Commission was charged with the study of such urgent problems as unemployment resulting from automation. Mohn is a member of that Commission.

Of the Conference itself, Mohn acknowledged that there were younger officials of the local unions whom he did not know by name and that many old-timers were no longer among the present. But Mohn praised the influx of young leaders into the movement and challenged them to take up the battle where older leaders may be lax.

Of organized labor generally, Mohn deplored the mute leadership of labor in Washington, D. C., which he said "does not stand up and put the finger on what is going on."

The WCT leader declared that we need an articulate labor movement which can get across the message on



Einar O. Mohn

automation, bad labor decisions and other problems which affect the workingman, not only as a union member, but as a citizen of the country.

Mohn declared that organized labor is "not coming through at the grass roots level in political education and political action" and is leaving the burden to local union leaders.

He declared that labor had reason to cheer when LBJ was elected, but he warned against the present trend to put conservatives into appointive

positions. And he expressed alarm at the California trend in special elections for the State Legislature. He warned that he knew of not one liberal who has won office in the State Legislature recently.

He challenged the delegates by declaring "present-day labor leaders cannot court the status quo" but must go into the field on both the economic and political front and represent the membership needs with an eye on the need and not on the status quo."

Other highlights of the meeting were an address by General President James R. Hoffa (reported elsewhere in this issue), and a trip for delegates from the headquarters hotel to the Western Conference of Teamsters new headquarters building in Burlingame, California.

Following the adjournment of the meeting, the various trade divisions took up in individual meetings to confer on problems peculiar to their individual jurisdictions.

Addressing a general session of the Western Conference of Teamsters, Sidney Zagri, legislative counsel for the International Union, reviewed legislative developments in Washington, D. C., and gave delegates a progress report on DRIVE, the legislative and political education arm of the International Union.



Newly elected members of the Western Conference of Teamsters policy committee (seated, left to right) Gerald Shearin, Frank W. Brewster, Conference Director Einar O. Mohn, George Sebestyen. Standing (left to right) Robert Graham, assistant to Mohn, E. S. Benjamin, Norman Finley, Herbert C. Bailey, George Leonard, Frank Donovan, Edward M. Lawson, and Conference Comptroller Joseph Ballew. Not present when photo was taken were policy members Floyd Mendenhall, Mark O'Reilly, Wendell Phillips, Ted Merrill, Robert Rampy, Fullmer Latter, James R. Ward, and John H. Dillon.

Addresses WCT

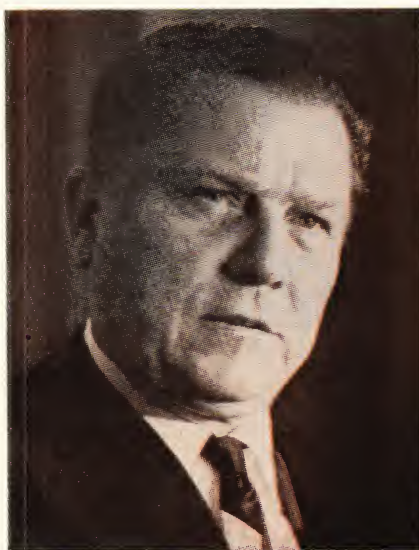
Hoffa Says Working Man Losing Rights

TEAMSTER General President James R. Hoffa received wild cheers from delegates to the 26th Meeting of the Western Conference of Teamsters in San Francisco last month when he declared:

"We fight for freedom overseas and give up the right to free collective bargaining back home."

Delivering a major address to the Conference delegates, Mr. Hoffa deplored the calloused remarks of Defense Secretary Robert MacNamara as spokesman on Viet Nam casualties, and he drew the contrast to labor leaders at home who are mute when the Courts hand down a decision introducing anti-trust implications into collective bargaining.

Referring to the recent Pennington decision by the high court, Hoffa told



James R. Hoffa

Teamster General President James R. Hoffa ready to cut the cake at Jt. Council 7 reception for delegates to Western Conference of Teamsters in San Francisco last month. Left to right are IBT Vice President and Council President Joseph Diviny, Council Secretary-Treasurer Steve Gilligan, Council Trustee William York, Hoffa, Trustees Al Brown and Rudy Tham.



delegates that labor leaders were mute and the danger was told only in the dissenting opinion written by former Supreme Court Justice Arthur Goldberg.

The Teamster President outlined the success of the International Brotherhood of Teamsters with words of caution about the future.

He declared that last year the local unions of the IBT organized 220,000 new members, but it resulted in only a 20,000 net gain in membership when balanced with the losses to automation and mergers.

Mr. Hoffa told delegates that the International Union continues to gain in membership when other unions are losing, but he declared that in spite of the success, there is unrest in all unions in the nation.

He reminded delegates that all citizens over 50 years of age have been through two world wars and may see the fourth, which he declared, will be the most disastrous and could well be the last.

He pointed out that many of today's union members had been on duty with the armed services and had respected military discipline in time of war. But today, he declared, the entire country is faced with unrest and civil disobedience as the nation faces an uncertain future. And, he predicted, union members will not sit idly by and forfeit away collective bargaining.

Why, the Unrest?

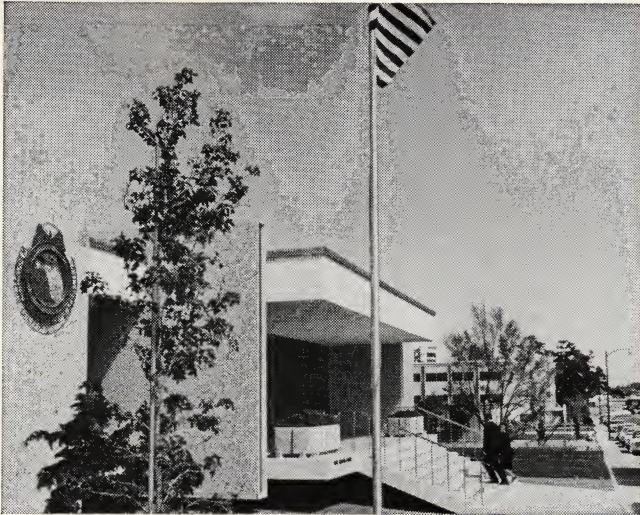
Further, he said, the International Union enjoys a relationship with employers—on the surface, at least—which is the finest of any labor-management relationship in the country.

"Why, then, such unrest?" Hoffa asked.

He declared that there is unrest because "all is not well in spite of our success."

He outlined the ever-increasing pressure of management and business organizations for anti-labor bills to supplement bad labor decisions handed down by the courts and administrative agencies.

The Teamster President called it a crime that organized labor has 16



Western Conference delegates took time out from business to tour the new Conference headquarters building in Burlingame. Recently completed, the building houses administrative offices.



Teamster General Secretary-Treasurer John F. English and San Francisco Mayor John Shelley listen to proceedings before the 26th meeting of the Western Conference of Teamsters.

million members but is so divided it is mute.

It was then that he pointed out that it took a Supreme Court Justice, in a dissenting opinion, to speak out the anti-trust implications in the Pennington decision.

Hoffa then called for a new revolution as organized and unorganized labor revolted in the 1930's. He declared that it would not be a revolution involving the picket line or the sit down strike which marked labor's discontent in the 1930's.

"It must be a revolution at the

ballot box," Hoffa declared, "and we must revolt before it is too late, before court decisions and administrative decisions completely wipe out the working man's right to organize and bargain with his employer."

Hoffa declared that the Communists never told a bigger lie than the one told when this country tells the world "follow us, we will show you the way to freedom" and back home working people are losing right to strike and self help to gain better wages and conditions.

The Teamster leader declared that it is this kind of discrepancy which

keeps labor leaders from going home happy from meetings where continued success of the union is reported.

Hoffa declared that there are crucial political battles ahead "and our soldiers are unconcerned until they themselves are hurt."

He singled out for particular praise the 15,000 women who have journeyed to Washington, D. C., to march on Congress and tell the Teamster story. He was referring to the DRIVE motorcades which continue to bring Teamster wives to Washington to lobby for favorable labor law and social welfare legislation.

WCT laundry division meets with International Laundry Workers Union. Seated (left to right), Charles Goldstein, Laundry Workers; Jim Haggin, Teamsters; Mrs. Harold Chandler; Joe Caramagno, Local 928; V. V. Alexandrof, Local 566; Sid Boone, Local 298. Standing (left to right) Oscar Upton, Local 582; Ernest Sheldon, Seattle Laundry Drivers; Harold Chandler, Laundry Workers; Ralph Fagan, President Laundry Workers International Union; Edward Hogan, Local 905; George Jaffe, Local 256; C. W. Wright, Local 166, and George Dillon, Local 256.



Network TV cameras grind as Teamster General President James R. Hoffa delivers an address to the delegates and guests attending the Western Conference of Teamsters last month in San Francisco. Hoffa received the cheers of the audience as he lashed out at recent Supreme Court decisions which he declared are taking away the American workers' right to strike and undermining free collective bargaining. The Teamster president singled out recent decisions which carry serious anti-trust interpretations.



Summer Session**General Executive Board Convenes**

Teamster general executive board in session last month in San Francisco for its regular quarterly meeting.



The general executive board of the International Brotherhood of Teamsters, holding its regular quarterly meeting in conjunction with the Western Conference of Teamsters meeting last month in San Francisco, found only regular housekeeping chores on its agenda.

General President James R. Hoffa reported the business of the International Union up to date, strikes of local union affiliates at an all-time low, and membership figures at an all-time high.

The board concerned itself primarily with a discussion of recent decisions of the Supreme Court in the field of labor law, and heard chief labor counsel for the union, David Previant report on the implications of those decisions.

Previant reviewed the effects of the so-called Pennington decision of the Supreme Court and reported that the majority of the nation's labor attorneys view the anti-trust implications of the decision as a serious blow to collective bargaining.

In the Pennington decision, the court held that the United Mine Workers may have been in violation of Section 1 of the Sherman Anti-Trust Act because of their Bituminous Coal Agreement of 1950 with the coal operators. The case was sent back for retrial because of some improper evidence entertained by the trial courts.

Former Supreme Court Justice Arthur Goldberg, now U.S. Ambassador to the United Nations, and formerly Secretary of Labor and one-time chief labor counsel to the United Steelworkers, wrote a strong, 30-page dissent decrying the reasoning of the court majority.

Goldberg declared that Section 6 of the Clayton Act removed labor-management agreements from the scope of anti-trust. He declared, as does the Clayton Act, that the labor of a human being cannot be treated as a commodity and that it is impossible to create a monopoly of labor.

Goldberg argued, too, that the decision of the majority of the court ran counter to the development of labor management relations and the development of labor law since the passage of the Wagner Act.

Another case given considerable discussion by IBT executive board members was the so-called Jewel Tea Case which involved the Meat Cutters Union in a Chicago case in which the union negotiated for closing hours.

The court held that union was proper in negotiating a contract which limited the supermarkets to selling meat during certain hours, but in its extraneous remarks the court went beyond the scope of the problem before it and these extraneous remarks contained anti-trust implications.

In a third case, the American Shipbuilding Case, the Supreme Court ruled that when an impasse in collective bargaining was reached, the company was within its rights to lock its employees out. Previous policy and history of National Labor Relations Board decisions has been consistent to the view that such an offensive lockout as this was illegal.

Teamster President James R. Hoffa called such decisions a serious threat to man's right to free collective bargaining, and called the decisions more damaging to labor than Taft-Hartley or any labor law passed since labor was freed by the Wagner Act.

Boycott Ended

Teamsters-Meatcutters End Action Against Stamper

The International Brotherhood of Teamsters and the International Meatcutters Union have ended their nationwide consumer boycott against F. M. Stamper Company which markets frozen foods under the brand name "Banquet Brands."

Stamper employs some 2,000 workers in four Missouri plants and one in Wells, Minnesota.

Products of the company include frozen poultry, beef, fish dinners, beef stews, tuna pies, fresh fruits, soft pies, Mexican style dinners and other products.

Hoffa Letter

In a letter to all Teamster affiliated local unions, vice presidents, general organizers and to the area conferences, Teamster General President James R. Hoffa said:

"I am writing to advise you that the consumer boycott which we have conducted for the last 18 months against Banquet brand products of the Stamper Food Company is now at an end. Any store seeking information on this consumer boycott should be so advised.

Excellent Cooperation

"Owing to the excellent cooperation received throughout the country from our conferences, joint councils and local unions, the campaign was highly successful.

"This particular fight was watched by the entire food-packing industry and it means no major producer of a name brand product can any longer afford not to maintain fair labor standards."

Thus ended the boycott during which union representatives passed out handbills announcing the boycott to retail customers across the country. The handbills had advised the fact that Stamper paid substandard wages, and that the non-union status of the company was a drag on union standards established elsewhere.

● Correction

In the July, 1965 issue of the *International Teamster* there appeared a story of an arbitration in which the company was ordered to discontinue its practice of using a closed circuit television system to keep its production employees under constant surveillance.

By training cameras on the production floor, the company was able to monitor a screen in the manager's office and tell what each employee was doing during an entire shift.

The store reported that Local 431 of the International Union of Electrical Workers was represented by Attorney I. Phillip Sipser. This was in error. The Local Union was represented by Attorney Frank Scheiner.

● Boston Election

Teamster Local 504 in Boston recently gained more than 125 new members in a pair of National Labor Relations Board representation election victories.

John J. Devlin, Local 504 secretary-treasurer, said employees of Royal Curtain, Fairclough, Gold Company, Inc., manufacturers of draps, curtains, and bedspreads, voted Teamster by a 2-to-1 margin. There are 112 in the bargaining unit. The company is located in East Boston.

Employees of Roche Bros., Inc., in Cambridge voted unanimously in favor of Teamster representation. There are 16 new members in the bargaining unit. The company reconditions metal drums.

● Furniture Workers

Union members planning to buy patio furniture now can get Teamster-assembled material from A. Brandt Co., Inc., of Kingsbury, Ind., where employees recently voted in favor of Teamster Local 298 of Michigan City, Ind., in a National Labor Relations Board election.

William C. Jenkins, Local 298

president, said assemblers, packers, forklift operators, warehousemen, and truck drivers at Brandt voted 24 to 10 for Teamster representation. The bargaining unit has 40 members.

● Illinois Election

Three over-the-road drivers employed by Kraylis Poultry Co., a poultry and egg processing company in Olney, Ill., voted for Teamster representation in a recent National Labor Relations Board election, according to Charles Miller, president of Teamster Local 144 headquarters in Terre Haute, Ind.

Aid to Clinic

William Lewis (center), president of Teamster Local 237 in New York City, is shown presenting a check to Justice Mitchell D. Schweitzer, president of the board of trustees for the Children's Eye and Dental Clinic, signifying the local union's affiliation as a sponsor. Jesse Krauss, Local 237 secretary-treasurer, initiated the union's aid to children needing free dental and eye care. General President James R. Hoffa recently addressed a fund-raising dinner on behalf of the clinic.



Joint Council 13 Benefit Raises Quarter of Million for Charity

Teamster Joint Council 13 in St. Louis, last month, staged one of the city's largest charity benefit shows, raising more than a quarter of a million dollars for the benefit of the Dismas House.

Dismas House, established by the late Father Charles Dismas Clark, S.J., is a "half-way house" for ex-convicts, working for their rehabilitation and return to free society.

St. Dismas was the thief crucified with Christ who confessed his sins while hanging on the cross. Christ then told him: "This day you shall be with Me in Paradise."

The headline affair staged by Joint Council 13 included such show-business luminaries as Frank Sinatra, who gathered the talent, Sammy Davis, Dean Martin, Johnny Carson, Trini Lopez, Kaye Stevens, the Step Bro-

thers and Count Basie and his orchestra. Johnny Polzin and his orchestra also took part in the show.

A packed house paid prices ranging from \$10 to \$250 per seat to see what veteran show business observers called "the greatest show ever put together anywhere."

The Rev. Fred L. Zimmerman, S.J., director of Dismas House, said that the proceeds would be used to establish a foundation in memory of Father Clark to insure the continued operation of Dismas House.

Celebrities attending the affair included Sen. Edward V. Long (D-Mo.), Missouri Governor Warren E. Hearnes, St. Louis Mayor A. J. Cervantes, ex-boxing champions Rocky Marciano and Billy Conn, St. Louis Cardinal Manager Red Schoendienst, and many others.

Medical Bills Bring Financial Ruin To Brother Teamster

How a personal tragedy can not only cause much physical suffering but also personal financial disaster for a family was never better demonstrated than in the case of Teamster Member Richard Appenzeller, Rock Falls, Illinois.

Teamster General President James R. Hoffa recently related the following facts to the INTERNATIONAL TEAMSTER magazine:

In the early morning hours last October, Appenzeller, highway driver for Carstensen Freight Lines, pulled into the terminal at the end of his run, and was told to hurry home as he was badly needed.

Once home, he found that his home was burned out, and his wife and two small children had been taken to the hospital.

His small daughter was unconscious from smoke inhalation, and only the best efforts of the Rock Falls fire department saved her life.

His wife, however, was in critical condition with 70 per cent of her body covered with burns from the tragic fire.

Because of expert medical help, the mother will live, but even now it is necessary to have her attended by special nurses around the clock. Bills for their services alone amount to \$330 per week. There are many grafting operations to be performed.

Total medical and hospital bills will run between \$15,000 and \$20,000 before they stop.

Appenzeller has exhausted his life's savings. His union medical insurance is exhausted. His total bill for unpaid medical and hospital services of date is \$13,156.45.

Teamster members around the nation are urged to help this member wipe out a debt which—without help—will keep him and his family in financial distress the rest of his life.

Donations can be made in care of Richard Appenzeller, mailed to Local 455, 315 Peoria, Dixon, Illinois.

● Sears Roebuck Pact

Teamster Local 25 has negotiated a new 3-year contract providing a 44-cent package for some 500 warehousemen and servicemen employed by Sears Roebuck in Boston.

William McCarthy, Local 25 president, said the 3-year agreement guaranteed an average wage hike of 14.6 cents an hour annually.

Other gains in the contract included increased vacation benefits. There were 15 changes made in the contract language and improved seniority clauses were negotiated also.

● Diehl Agreement

Members of Teamster Local 102 employed at Diehl Mfg., Co., in Newark, N.J., have ratified by a 6-to-1 margin a new agreement providing substantial gains in wages, pensions, welfare, security, and other job conditions.

Ben Merker, Local 102 secretary-treasurer, said wage gains in the first year of the 3-year agreement range as high as 25 cents an hour. In the second and third years, a 3 per cent general wage increase will go into effect in all grades.

● Tool Makers Join

Employees of William Kratt Co., manufacturers of tool dies in Union, N. J., balloted in favor of representation by Teamster Local 97 in a recent National Labor Relations Board election.

Henry Garrod, Local 97 secretary-treasurer, said that 52 workers were eligible to vote in the election.



"What do you mean I shoulda been here at 8 a.m. What happened?"

Texas Teamsters Rack Up Impressive Election Wins

Two Texas Teamster local unions scored impressive victories in recent National Labor Relations Board elections, gaining a total of nearly 250 new members.

Production and maintenance employees at Walgreen Co.'s warehouses in Houston balloted overwhelmingly in favor of Local 968, and truck drivers and production and maintenance workers at Allied Chemical Corp., Barrett Division in San Antonio voted unanimously in favor of Local 657.

Randy Miller, secretary-treasurer of Local 968, said that of 140 employees eligible to vote in the Walgreen election, 108 cast their ballots for the Teamsters and only 11 were against affiliation.

H. E. Ezell, secretary-treasurer of Local 657, said 70 of 96 employees at Allied Chemical voted Teamster. There were no votes against the union.

● Montana Elections

Nearly 50 new members were gained by Teamster Local 448 of Missoula, Mont., in recent National Labor Relations Board representation elections.

F. M. Burger, Local 448 secretary-treasurer, said the election victories were at the Montana Mercantile Co., a wholesale hardware warehouse, and Davis Bros., Inc., a wholesale drug warehouse—both in Missoula.

Warehouse employees and delivery drivers at the Montana Mercantile Co., voted 17 to 7 for Teamster representation. The unit has 25 members. Warehouse workers and delivery driv-

ers at Davis Bros., voted 13 to 6 for the union. There are 21 members in that unit.

● Drivers Reinstated

Upholding the trial examiner, the National Labor Relations Board ruled recently that Hi-Way Dispatch, Inc., of Marion, Ind., violated the Act by laying off 10 drivers because they filed a grievance protesting the employer's method of calculating wages.

Teamster Local 135 of Indianapolis, Ind., filed the unfair labor practice charge.

Hi-Way Dispatch claimed in a hearing that it laid off the workers to conserve cash in the face of a strike by the Teamsters Union. The examiner, however, found that the employees were discharged in reprisal for filing the grievance and were recalled only after their grievance was rejected.

Local 299 Provides 'Know-How' In Giant Stove Moving Venture

Volunteer workmen, including a member of Teamster Local 299 in Detroit, recently moved the world's largest stove with the help of donated equipment to its new home at the Michigan State Fair Grounds.

The huge landmark, carved from oak for display at the World Columbian Exposition in Chicago in 1893, was a replica of a range once manufactured by the Michigan Stove Co. The giant-sized model was moved to Detroit after the Chicago exposition.

A building development necessitated moving the 30-ton stove to a new location and it was decided to install the big replica at the fair grounds.

The stove was loaded on a 100-ton tractor-trailer donated by the Don Cartage Co., of Detroit, a heavy rigging and hauling contractor, under the supervision of Claude Rust of Riggers Local 575. The driving chore was handled by James Mulligan, a steward of Teamster Local 299.

When ready for the road, the stove towered more than 27 feet high, 20 feet wide, and 30 feet long. After two days of work, the stove was ready to roll. It took Mulligan 9 hours to transport the fixture with the help of the telephone company and the Detroit police department which cleared the way of lights, wires, and traffic.

Had it not been for the joint voluntary effort, the old landmark would probably have been destroyed because the estimated cost for the "Great Stove Project" was around \$20,000.

This huge replica of a once famous kitchen stove was moved recently to the Michigan State Fair Grounds with the help of a volunteer Teamster driver who donated his time and skill. James Mulligan, a steward for Teamster Local 299 in Detroit, handled the chore. The stove, carved from oak, weighs 30 tons and was a Detroit landmark for years.



Local 70 Wins NLRB Case

Livermore Disposal Service, Inc., of Livermore, Calif., was found guilty by the National Labor Relations Board of unfair labor practices in a case involving Teamster Local 70 of Oakland, Calif.

The Board upheld the trial examiner who found the company guilty of refusing to bargain with Local 70, interrogating employees about their union membership or activities, and discharging five workers because they had designated the union to act as their bargaining representative.

No merit was found by the Board in the company's contention that only a unit covering employees at both its Livermore and Marin County operations was appropriate or that the five employees were fired for tardiness and unsatisfactory work.

The employer was ordered to cease its unlawful conduct, bargain with the union, and offer backpay to the workers already reinstated and to those refusing reinstatement.

\$20,000 Back Pay Awarded In California Firing Case

Arbitration has resulted in the reinstatement of a member of Teamster Local 683 in San Diego, Calif., and an award of back pay expected to amount to nearly \$20,000.

The finding by Arbitrator Edgar A. Jones, Jr., upheld the principle that a company cannot fire an employee unless the contract section covering discharges is followed to the letter.

Taking 18 months to determine, the case involved Young's Market Co., and a liquor salesman. In his conclusion, the arbitrator noted:

"What finally emerges from the extensive detail of evidence . . . in this case is the realization of a precipitate action by an employer who was not content to follow the patient and contractually agreed route of written warning and reasonable observation of continued deficiency prior to termination of employment."

Referring to the fact that the reason given by the company for discharging the employee differed from its complaint to him in a warning letter, Jones added:

Stevedores, Warehousemen Join As Detroit Company Opens Doors

"Our men were on the job organizing as soon as the company opened its doors," said International Vice President Frank E. Fitzsimmons, who also is vice president of Teamster Local 299, and that's how the employees of Detroit Processing Inc., decided to go Teamster.

The company was formed late last year as a steel warehouse and dock and general cargo terminal and began operations this spring, employing 150 stevedores and warehousemen.

Local 299 defeated the Marine Shipbuilding Union in a National Labor Relations Board representation election shortly after Detroit Processing opened for business.

Fitzsimmons said the company plans to expand to a 24-hour operation and enlarge its work force accordingly to 400 men.

Fitzsimmons credited Local 299 business agents Ralph Proctor, Martin Haggerty and Larry Campbell with the successful organizing campaign.



Stevedores and warehousemen at the new Detroit Processing, Inc., steel warehouse and dock terminal show pleasure after voting Teamster in a National Labor Relations Board election. Shaking hands are Martin Haggerty (right), Local 299 organizer, and Carson Allen, steward.

"The writing of a warning letter does not effectuate an open season on a previously deviating employee . . . It is designed to focus upon error in the expectation of correction. Essentially, it is rehabilitative, not simply excoriative."

It was ruled that the original contract did not bar the workers from striking because the local union had taken all steps required of it to comply with the grievance procedure.

The Board also held that the truce agreement did not bar the strike because, among other reasons, it applied to "future grievances," and the grievance in dispute arose prior to execution of the truce agreement.

Deaton was ordered to cease the unlawful conduct, reinstate the drivers upon their unconditional request—including the customary furnishing of an appropriately licensed truck—and to reexecute the truck leases.

● Paper Drivers Join

Drivers and warehousemen employed by Hull Paper Co., a wholesale jobber in printing at Dayton, Ohio, voted in favor of Teamster representation in a recent National Labor Relations Board election.

Ray Reid, Local 957 business agent, said 60 per cent of the eligible voters cast ballots in favor of the Teamsters.

Stewardess Wins Reinstatement, Back Pay

A stewardess who played an active part in bringing her fellow stewardesses at Capital Airways into the airline division of the International Brotherhood of Teamsters has won reinstatement to her job with back pay.

Arbitrator Paul H. Sanders ordered Capital Airways to reimburse Danielle DeForest with back pay for a three-month period after hearing the case presented by IBT Chief Economist Abraham Weiss and IBT Associate House Counsel Jules Bernstein.

The back pay award was figured on the average wage paid to stewardesses immediately preceding and immediately following Miss DeForest on the company seniority list.

Milwaukee's Finest

Local 200 Wins New Agreement For 900 Construction Drivers

Fifty cents in wages and 28 cents in fringes were gained by 900 members of Teamster Local 200 in Milwaukee, Wis., in a new 3-year contract negotiated with the Allied Construction Employers Assn.

Frank H. Ranney, Local 200 secretary-treasurer, said he believed the agreement to be "the finest union contract ever negotiated in Milwaukee labor history."

Ranney said the contract covering all building material truck driver members of Local 200 contained the following benefits:

—Employer contributions to the pension program were increased to \$8 a week.

—Employer contributions to the health and welfare program were increased to \$8.30 a week.

—An improved vacation schedule and jury duty pay added another 11 cents in benefits.

Vermont Local Wins Decision

An employer violated the Taft-Hartley Act by refusing to recognize the Teamsters Union in a Vermont case decided recently by the National Labor Relations Board.

The board ruled there was no merit in the defense of L. E. Farrell Co., Inc., of Burlington, Vt., that it was willing to agree to an election. Instead, said the Board, evidence showed that the company had engaged in activity directed at dissipating the majority held by Teamster Local 597 of Barre, Vt.

The company was found guilty of discharging Chester Patch for union activity, and subsequently discharging strikers protesting Patch's firing.

Other violations by the employer included unlawfully interrogating employees concerning union activity, threatening economic reprisals for union activity, and indicating that it had union activity under surveillance.

Farrell was ordered to cease the unlawful conduct, bargain with the local union upon request, and reinstate Patch and the strikers with backpay and interest.

—On the matter of wages, the agreement provides for substantial gains in the first and second and third year.

Another important feature of the

contract guarantees that owner-operators are covered under the agreement.

● Escambia Election

A majority of truck drivers and yardmen employed by Escambia Treating Co., of Ludlow, Ky., a firm which pest proofs utility poles, voted for representation by Teamster Local 100 of Cincinnati, Ohio, in a recent National Labor Relations Board election.

Pennsylvania Local Trains Drivers In Manpower Development Program

Teamster Local 261 in New Castle, Pa., has joined the growing list of local unions lending their skill and experience to truck driver training programs sponsored by state employment departments under the Manpower Development and Training Act.

Twenty-eight Western Pennsylvania men recently graduated from an intensive 6-week heavy truck driving course conducted under the Act by the Pennsylvania State Bureau of Employment Security. Local 261 officers and members acted as volunteer teachers. Local trucking firms supplied the equipment.

Trainees were selected from New

Castle, Butler, Beaver Falls, Pittsburgh, McKeesport, Clarion, Ambbridge, and Sharon. They received instruction in handling of tractor-trailers, tandem dump trucks, and straight-bed trucks. The final test included maneuvering the equipment around hazards, backing into docking areas, and parking.

Roland Henry, supervisor of the state employment office at New Castle, said the program was very successful and that two more classes in heavy truck driving will be offered under the original Manpower application.

He added that a second application for four more sections of training will be submitted in the near future.



Twenty-eight Pennsylvania men are shown receiving their certificates after completing a 6-week heavy truck driving course at New Castle with members and officers of Teamster Local 261 as their instructors. Standing in the background are (left to right): Cliff Beale, Teamster instructor; James A. McCracken, Local 261 business representative; Frank J. Cook, Local 261 president, and Roland Henry, supervisor of the local employment office.

Honeywell Local's New Building Serves Members With Facilities

Teamster Local 1145, composed entirely of 7,700 members employed as production workers at Minneapolis-Honeywell, has moved into sumptuous new headquarters valued at more than half a million dollars.

It was the greatest step forward for the Honeywell workers since they went Teamster in 1953 after years of struggling along first as an affiliate of the Machinists and later with two different Electrical Worker unions.

Construction of the new headquarters ended five years of planning and hard work. After months of scouting around for a good location, the building committee finally purchased eight pieces of land to make up a plot 250 by 250 feet at a cost of \$125,000.

Ground-breaking ceremonies for the 3-story structure with a total of 24,500 square feet were held 15 months ago. The job was finally completed last May and the move was made.

Footings for the \$375,000 building were constructed so that a fourth floor can be added at a later date if desired.

Andrew T. Jones, Local 1145 secretary-treasurer, said the headquarters contains an auditorium that can seat 700 people. Part of the office space

will be available on a rental basis in the fall.

Completely air-conditioned, ventilated, and outfitted with heating equipment—all controls are Honeywell-made—the structure also has smaller meeting halls and a kitchen.

There is parking space for 80 cars, and an additional parking area at the nearby Honeywell plant.

● Denver Agreement

A 33-day strike-lockout involving members of Teamster Local 13 and 14 Denver-area concrete firms ended when 380 members returned to work after approving a new 3-year agreement giving them increases in wages and other benefits.

John E. Salter, secretary-treasurer of Local 13, said the contract calls for an 11-cent hourly wage increase immediately with 8-cent gains scheduled for the second and third years.

In addition, the contract established a pension program in which employers will contribute 10 cents an hour for each employee. Health and welfare benefits were increased by 2.5 cents an hour.

Andrew T. Jones (left) and Melvin Rudinger, secretary-treasurer and vice president respectively of Teamster Local 1145 in Minneapolis, Minn., share pride with 7,700 members in their new local union headquarters. Rudinger was chairman of the building committee.



Drange Named For Central Conference Spot

Teamster General President James R. Hoffa last month appointed Earl H. Drange as chairman of the Central States Conference of Teamsters industrial division.

In announcing the appointment, Hoffa stated that Drange will assist all local unions in the Central Conference who have members employed in industrial plants.

Drange is secretary-treasure of Teamster Local 970 in Minneapolis, Minn.

● Vancouver Contract

Members of Teamster Local 464 in Vancouver, B.C., have ratified an agreement calling for 20-cent hourly wage increases each year of a 3-year pact with four Lower Mainland dairies.

Ben McCrone, Local 464 secretary-treasurer, said the contract covers nearly 1,000 Teamsters employed at Fraser Valley Milk Producers Assn., Jersey Farms, Palm Dairies, and Drake's Dairy Ltd.

McCrone said the agreement extending to March 31, 1968, also gives members an improved vacation schedule.

Seattle Local Wins Long Fight For Yellow Cab

Teamster Taxicab Drivers' Local 465 in Seattle scored a major victory in a 7 year battle with Yellow Cab Company, recently, adding approximately 200 members to the union and gaining for them pay increases and excellent fringe benefits.

In a vote conducted by the Washington State Labor and Industries office, 83.6 per cent of the drivers voted for Teamster representation.

This led, said Local 465 Secretary Treasurer George Lancaster, to the company's agreement to a contract which grants drivers 47 per cent of their weekly 'turn,' plus vacation, a 10-cent hourly pension plan, and health and welfare benefits.

Teamster Heads California's Auto Pollution Control Board

William E. Nissen, secretary-treasurer of Teamster Local 441 in Los Angeles, recently was unanimously



William E. Nissen

reelected chairman of the California Motor Vehicle Pollution Control Board.

Nissen was appointed to the control board as a representative of labor by Gov. Edmund G. Brown in January, 1963. His 12 co-members on the board selected him to chair the auto smog control program which was the first of its kind.

Under Nissen's leadership, the board approved exhaust control systems for 1966 model vehicles in California plus many crankcase control devices for new and used cars.

The board also developed a strong enforcement program for the controls which were incorporated into new auto smog legislation recently signed into law by Gov. Brown.

● Minneapolis Contract

Members of Teamster Local 664 employed as drivers and helpers by the City of Minneapolis and the Minneapolis School Board won wage increases in a new agreement.

John Skeate, Local 664 business agent, said the school board granted a 13-cent hourly wage increase while members employed under the city council's jurisdiction received a 10-cent hourly wage gain.

In addition, the union was promised that the city would provide a health and welfare program for its employees.

● Back Pay and Interest

Teamster Local Unions 174 in Seattle and 599 in Tacoma, Wash., recently won an unfair labor practices decision in a charge filed jointly against Thirfty Supply Co., which has plants in both cities.

The National Labor Relations Board affirmed the trial examiner's findings that the employer had violated the law by interrogating employees at both plants about their activity for the Teamsters Union, and by threatening economic reprisals for union activity.

The company also was found guilty of firing Hugh Olmstead and David Berg from the Tacoma and Seattle plants respectively on a "pretextuous" charge and was ordered to reinstate the men with backpay and interest.

Georgia Firm Slapped Down By NLRB

Safway Steel Scaffolds Co., of Georgia lost on all counts in unfair practice charges brought by Teamster Local 290 of Miami, Fla., and ruled upon recently by the National Labor Relations Board.

The Board, upholding the trial examiner, held that Safway violated the Act by bargaining in bad faith with Local 290.

Evidence, said the Board, showed that the company engaged in bargaining with the intention of ridding itself of the union; the employer's evasion of his bargaining duty was also the cause of a strike by Safway employees.

Thus, the employer's refusal to reinstate strikers who had made unconditional offers to return constituted discrimination in violation of the Act. Other violations by the company included unilateral wage decreases, and threats of economic reprisals and benefits to discourage union membership.

The Board ordered the employer to cease the unlawful conduct; revoke the wage decrease; reimburse employees for lost wages; reinstate those strikers not yet reinstated; reimburse all the strikers for losses suffered, and bargain with the union upon request.

Plaque for O'Hare



General President James R. Hoffa and Jack Jorgensen (left), president of Teamster Joint Council 32 in Minneapolis, Minn., are shown admiring a plaque presented to Joseph F. O'Hare (center), secretary-treasurer of the Council, upon the occasion of his retirement. At O'Hare's testimonial dinner, Hoffa voiced disapproval of recent Supreme Court decisions which he said would make it impossible for unions to demand uniform wages and working conditions throughout an industry.

Automation Takes Another Toll At New Armco Steel Plant

More steel with less man hours will be the result of a continuous hot-strip mill to be put in operation at Middletown, Ohio, in mid-1967 by Armco Steel Corp., spelling a new threat to membership figures of the United Steelworkers of America.

Employing a new process developed in Europe, the mill will produce steel strip from slabs up to 33 feet long, 73 inches wide, 10 inches thick, and weighing 82,500 pounds.

Westinghouse Electric Corp., which is developing the plant's multi-million-dollar electrical control system for Armco, said the strip would be rolled through 13 stands at speeds ranging from 1,700 to 4,000 feet a minute.

Spokesmen for the USW office in Washington, D.C., said the Armco plant, first of its kind in the country, will certainly pose some long-range problems to the union.

Steel industry innovations already have cost the USW an estimated 100,000 members in the past 10 years, a perfect example of what has come to be called "creeping automation."

The new Armco plant at Middletown will serve as the harbinger for still more creeping automation as other steel giants replace their oldest installations with the imported system in coming years.

The USW's answer to the problem for the moment seems to be limited to

two objectives for its members—extended vacations (including a 13-week sabbatical every 5 years) and a shorter work week. The USW contracts now call for a 40-hour week.

Armco is a party to the current industry negotiations and undoubtedly the projected hot-strip mill plant now being introduced on the American scene will be discussed in coming weeks.

● Plastic Workers

Seventy employees of the Carl N. Beetle Plastics Corp., in Fall River, Mass., voted in favor of Teamster representation by a 2-to-1 margin in a recent National Labor Relations Board election.

Anthony J. Materia, Local 526 secretary-treasurer, said there are 70 members in the new bargaining unit. The Beetle company is a subsidiary of Crompton and Knowles and manufactures plastic products.

● Carolina Drivers

Another crack opened in the southeast wall of non-unionism recently when a majority of road drivers employed by Overnite Transportation Co., at Fayetteville, N. C., voted in favor of Teamster representation in a National Labor Relations Board election.

Handwriting Tests Newest Gimmick

Teamster President James R. Hoffa last month called upon all Teamsters who have been subjected to the newest gimmick in personnel relations—handwriting analysis—to report such examinations to the International Union.

Called "graphoanalysis," the practice submits the handwriting of the job applicant of employee to study by a so-called "graphologist," who is supposed to be able to determine personality traits of the writer.

According to V. Peter Ferrara, president of the International Graphoanalysis Society, handwriting analysis is used extensively in business, although he reports "most businesses are reluctant to let their competitors know they use it. Its use is not yet completely accepted."

Currently, graphoanalysis is used by insurance companies to find out what makes their salesmen tick, by auto insurance firms to identify accident-prone individuals. Many ads for employees require a handwritten reply which is then studied by the graphologist.

This method of invasion of personal privacy, although much more sophisticated, follows on the heels of the general discreditation of the so-called lie-detector as a personnel tool by recent congressional hearings.

Members of the Teamsters who have been subjected to handwriting analysis should report such examination to Mr. Hoffa in care of the International Union office.

Scholarship Winners



International Vice President Anthony Provenzano (second from right) is shown presenting this year's Josephine Provenzano scholarship awards to winners at a recent luncheon in Newark, N.J. At the ceremony (left to right) are: The Rev. Dr. Stephen Findlay, scholarship winners Gerarda Marie Chernevak and Arthur Decker, Jr., Provenzano, and Clarence Frankel, fund trustee.

● Beer Drivers Gain

Chicago beer drivers and warehousemen scored a strong wage gain in a new contract just negotiated by Teamster Local 744 with 15 breweries and about 100 distributors.

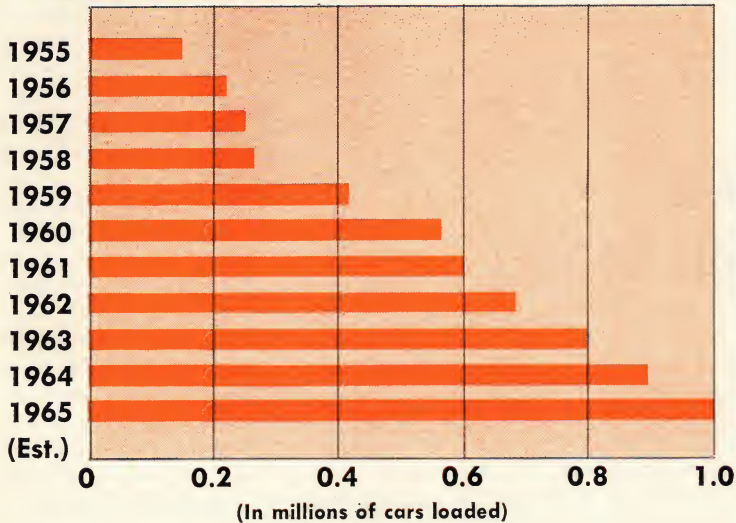
Ray Schoessling, president of Local 744, said the new 3-year contract covering 1,500 members provided a 25-cent hourly wage gain in the first year and a 12.5-cent boost on May 1, 1967.

● Anaheim Workers

By a 2-to-1 majority, workers employed at Anaheim Paper Mills Supply, Inc., in Anaheim, Calif., voted for representation by Teamster Local 396 in a recent National Labor Relations Board election.

Piggyback Rail Traffic Expected To Rise 16% for the First Half

PIGGYBACK REVENUE CARLOADINGS



The nation's railroads so far this year have hauled 13,852,919 carloads of freight—more than in any half year since 1960. But only 3 per cent of that volume is attracting more industry attention than the record total.

That small share is the freight that has moved piggyback, or in loaded highway trailers and container vans on flatcars. Piggyback traffic for the first half of this year is expected to show an increase of 16 per cent, while total freight carloadings are up about 2.4 per cent.

Last year the carriers moved 890,216 flatcars in piggyback service, 50 per cent above the 1961 level and over five times the volume for 1955, the first full year for which the industry trade association, the Association of American Railroads, has records of the business.

Assuming that the traffic increase of the first half is maintained, piggyback volume for all 1965 should reach the one-million car mark. Eventually the railroads believe as much as 20 per cent of freight carloadings will move piggyback.

Despite its still small percentage of the total volume, the 62 railroads offering piggyback service are promoting it aggressively because of the profits in the business. The carriers have found that through bypassing

congested terminals and operating their piggyback trains at near-passenger-train speeds a flatcar carrying two trailers or containers on eight trips a month generates \$4,000 or more in revenue. By contrast, a conventional box car, which is used only a little

more than once a month, brings in about \$400—or one-tenth as much revenue.

The railroads are handling their piggyback business with a fleet of some 21,000 special flatcars, 13,700 of them pooled by 40 railroads and a freight-forwarding organization, the United States Freight Company.

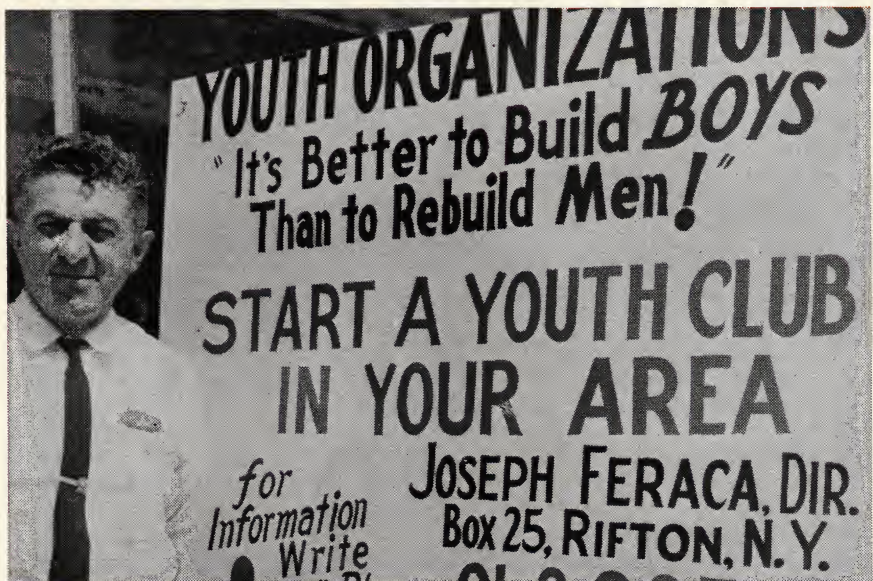
● Hawaii Gas Pact

Some 270 members of Teamster Local 996 have ratified a new 2-year agreement with the Honolulu Gas Co., providing a total wage increase of 30 cents an hour in three steps.

Federal Wiretap Banned

President Johnson has banned wiretapping by anybody in his Administration except when the national security is at stake. In a recent message to cabinet officers and agency heads, the President said exceptions to the ban must be approved in advance by the Attorney General. The prohibition was widely heralded as a first step in pulling the teeth of government officials who have subscribed to police state methods in recent years.

Seeks Sheriff's Office



Joseph Feraca, 30 years a member of the Teamsters and presently steward of Local 602 at Turco Milk Transportation, is seeking the Republican nomination for Sheriff of Ulster County, N. Y. Feraca is especially concerned about what he considers a wrong approach to treatment of juvenile delinquents, an area in which he has devoted considerable time during his time off the job.

Wage Inequities

British Trucking Restrictions Criticized in Government Report

Restrictive practices in Great Britain's trucking industry—in which the biggest firms are state-owned—were criticized strongly in a recent report

by the newly created National Board for Prices and Incomes.

The report was part of a campaign to enlist voluntary support for price

and wage policies related to efficiency.

The Road Hauling Assn., of Great Britain, representing some 17,500 operators, was asked to withdraw a proposed 5 per cent rate increase and to cease making general rate recommendations for its members. Furthermore, shippers were urged to ignore the increase if it does go into effect.

Wage practices drew much fire. The average truck driver in England, said the report, works just under 57 hours a week because he must work overtime to get more than a basic wage of around \$30 a week.

Driver pay is set by a Wage Council on which both employers and workers are represented. The report said:

"At no point, either within or without the Wages Council, has the possibility of increasing the productivity of the industry been explored either as a desirable objective in itself or as a condition of a wages settlement."

The same condition prevailed in trucking rates according to the National Board for Prices and Incomes. Trucking rates are set on an industry-wide basis and tend to protect the inefficient operator and give excessive benefit to the efficient trucker.

What made the first report of the new Board notable was that it concerned an industry that is partly nationalized.

About one-tenth of England's 205,000 trucking vehicles are operated by publicly owned British Railways and British Road Services, the biggest operators.

The Board—composed of one unionist, two industrial relations experts, and one company director—did not make a comparative study, however, of efficiency in the public and private sectors of freight transportation. In recent years, though, government firms have showed profits well below the industry average.

● Deaton Wrong

An employer who terminated the leases of 34 truck drivers—because they engaged in a strike after the boss refused to arbitrate a dispute over the cost of truck license tags—was in violation of the Act said the National Labor Relations Board in a recent decision.

The Board agreed with the trial examiner in the case involving members of Teamster Local 612 and Deaton Truck Line, Inc., in Birmingham, Ala.

Konowe Honored at Reception On Return from B'nai B'rith Convo

Joseph Konowe, administrative assistant to General President Hoffa and secretary-treasurer of Teamster Local 210 in New York City, was feted recently on his return from attending the international convention of B'nai B'rith in Israel.

A reception for Konowe at the Carnegie Foundation for Peace was attended by more than 50 union leaders under the chairmanship of Bernard Adelstein, secretary-treasurer of Teamster Local 813 and president of the B'nai B'rith Teamsters Lodge.

Konowe and Adelstein are among New York City union leaders who have helped the American Israel Basic Economy Corporation in its drive to

secure \$4 million to develop tourism in Israel.

Adelstein, who had previously purchased \$175,000 worth of tourist debentures, announced a further \$50,000 purchase at the reception. Konowe added another \$10,000 to the holdings for his local union and announced he would undertake a campaign to sell a million dollars of debentures in the trade union field.

Taking part in the Konowe reception were Michael Comay, Israel's ambassador to the United Nations, Abbie Ben-Ari, director of the Israel tourist office in New York, and Emmanuel Sella, president of AMIBEC.

Shown at a reception in honor of Joseph Konowe, administrative aide to General President Hoffa, after Konowe's return from an Israel trip were (left to right): Abbie Ben-Ari, Israel tourist official; Konowe; Michael Comay, Israel ambassador to the United Nations, and Emmanuel Sella, president of the American Israel Basic Economy Corporation.





More than a thousand stewards, members, and guests were in attendance at the 8th Stewards Conference and Banquet of Local 743, held recently in Chicago. Headline speakers

included Teamster General President James R. Hoffa; Local 743 President Don Peters; and Illinois Congressman Frank Annunzio.

Over a Thousand Attend

Local 743's Stewards' Conference

WHEN LOCAL 743 held its Eighth Stewards Conference in Chicago recently, more than 1,100 stewards, officers and guests were in attendance at the meeting whose theme was "Better Service for the Membership."

Teamster General President James R. Hoffa, Congressman Frank Annunzio (D-Ill.), and Local Union President Don Peters, headlined a speakers' table for an evening which also included entertainment by such show-world stars as Dick Gregory.

Hoffa set the theme of the evening by calling on stewards to give the members the "best service possible."

The Teamster president declared that organized labor needs strong and alert stewards to protect the members rights at the job site.

Peters, in his welcoming address, paid tribute to the "wonderful men and women of Local 743 who serve the members in the shops."

The Local 743 leader declared that the local union sponsors the largest stewards' training program in the nation.

"Over 800 stewards have been graduated from courses conducted by Professor Herman Erickson of the Uni-

versity of Illinois institute of labor and industrial relations. They have learned the story of unionism and how to serve the members better. Our stewards have played a large role in building Local 743 into the largest union in the International Brotherhood of Teamsters," Peters declared.

Congressman Annunzio urged the

stewards to be active in the political work of the union. He pledged his support to repeal Section 14(b) of Taft-Hartley, and called for legislation to raise minimum wages and to shorten the workweek. He had high praise for Local 743's work in the field of civil rights.

Messages of congratulations to

At Local 743's recent Eight Stewards Conference were (left to right) Ralph H. Metcalfe, alderman Chicago's 3rd ward; Teamster General President James R. Hoffa; Illinois Congressman Frank Annunzio; and Don Peters, president of Local 743.



Local 743 came from Vice President Hubert Humphrey, Chicago Urban League Director Edwin C. Berry, Governor Otto Kerner; Chicago Mayor Richard J. Daley, Illinois Department of Labor Director John E. Cullerton.

Entertainers on the program in addition to Gregory included the Ink Spots, the Chaine International Dancers, The Arlingstones, Joe Williams, and Red Saunders and his orchestra.

Vice President Humphrey said in his message:

"If it were possible for me to be with you, I would encourage you both by your leadership and as individuals to take an active part in political life, whether this be at the precinct level or at the national level."

Governor Kerner declared:

"Local 743, its officers under the

leadership of Don Peters, and the membership have made significant contributions to Illinois progress. They have been an important factor in that they have set high standards of democratic unionism, responsible collective bargaining, and work stability."

Said Mayor Daley:

"The steward keeps the spirit of fraternity and service alive. The men and women who perform this important work for Local 743 deserve the congratulations of the entire community for their efforts in strengthening collective bargaining while maintaining labor-management peace."

Officers of Local 743 are: Peters, president; John Burrzinski, vice president; Stephen Jarolin, secretary-treasurer; Francis Carey, recording-secretary; and Trustees Hyman Gavzer, Kenneth Hester, and Robert Simpson.

Providence Local Ships Books To Selma University Library

Teamster Local 251 in Providence, R.I., recently came to the rescue of the junior class of Barrington College in Rhode Island after the students had collected books for Selma University in Alabama but had no way to get the volumes south.

The local union, headed by Alexander Hylek, secretary-treasurer, responded to a plea for help and offered to ship the books at no cost to the students.

More than 3,500 volumes were collected by the Barrington students to help fill the new library of the Selma school. Some 2,000 of the textbooks, novels, and reference books were selected for the shipment to Selma, scene of a bitter civil rights struggle in recent months.

James H. Owens, president of the university, said stocking the library shelves would aid the school in winning regional accreditation.

Veteran BA Retires



E. T. Cooper (center), veteran business agent for Teamster Joint Council 9 in Charlotte, N. C., retired recently after 23 years as a Teamster. Cooper is shown receiving his severance check from R. L. Young (left) and W. C. Barbee (right), president and secretary-treasurer respectively of Joint Council 9.

Louisville Local Adds New Members

Teamster Local 783 in Louisville, Ky., gained nearly 300 new members in seven National Labor Relations Board representation election victories during the first half of 1965.

Howard L. Haynes, Local 783 secretary-treasurer, said the biggest election wins were at the Louisville Coca-Cola Bottling Co., where 125 drivers went Teamster in February and 95 production and maintenance plant workers followed suit three months later.

The Coca-Cola certification ended a series of elections that were set aside in recent years as a result of first company and then union objections to the final tallies. A strike developed in June as negotiations for an agreement became snarled.

Haynes said other election victories were scored at Klemmner Bros., metal fabricators with 11 members in the unit; Handleman Co., record distributors, 12 members in the unit; Dolly Madison, bakery products, 8 members in the unit; Bowling Green Water Co., with 30 members in the unit, and Oscar Ewing, a milk company with 5 members in the unit.

● Company Guilty

An employer who threatened to terminate his contract with another company, thereby threatening employees with loss of their jobs if they voted for Teamster Local 583 of Abilene, Tex., was found guilty of violating the law in a recent decision by the National Labor Relations Board.

The case involved Ref-Chem Co., of Odessa, Tex. The firm had threatened to terminate its contract with Rexall Chemical Co.

The Board said Ref-Chem also was guilty of warning employees to refrain from union activities, and of discharging J. W. Love, Charles R. Love, and Rex G. Maxwell for union activity. They were ordered reinstated with backpay and interest.

No merit, said the Board was found in the employer's defense that he could not be held responsible for the discharges because if he had not complied with Rexall's request for the discharges, Rexall might have cancelled the contract "thereby throwing 78 employees out of work plus disrupting financially" Ref-Chem's operations.

Teamster Testimony Given On Major Labor Proposals

EXTENDING minimum wage coverage, repeal of the "right-to-work" features of the Taft-Hartley Act, and improving mine safety were among the legislative proposals upon which Sidney Zagri, Teamsters Union legislative counsel, testified before Congress in recent weeks.

Appearing before a Senate Labor Subcommittee considering amendments to the Fair Labor Standards Act, Zagri said: "We support all of the President's proposals to extend coverage and improve the maximum hours standards of the Act."

Zagri, added, however, that the Teamsters Union would favor an additional change which would remove all overtime exemptions for workers engaged in agricultural processing. Cannery workers everywhere would benefit from such an amendment.

Pointing out that food processing today is a major industry with plants operated nationwide by huge corporations, Zagri said the canners perform more as manufacturing entities than as agricultural participants in the economy. He said:

Lowest Wages

"Workers processing agricultural commodities earn some of the lowest wages in the United States. In part, this is due to the exemptions under the Act."

Zagri cited a Labor Department description of the exemptions as "unsatisfactory from the standpoint of everyone concerned." He quoted a 20-year-old government evaluation of the Fair Labor Standards Act which stated: "There is no valid reason for exemption from the minimum wage provisions . . ."

Removing the overtime exemptions for food process workers, Zagri said, would not put a hardship on the industry which is becoming more automated with each passing year. He quoted the president of the National Canners Assn., who said in a speech 18 months ago:

"... The Giannini (Foundation) study I mentioned shows that the actual cost of labor in a case of canned vegetables is now from 8 to 10 per cent lower than it was 15 years ago."

Commenting that "many of the unionized firms in the industry have demonstrated that they can meet the hours and overtime standards which apply to the vast bulk of American workers, and still continue to operate profitably in a highly competitive nationwide industry," Zagri said:

"The International Brotherhood of Teamsters feels it owes the progressive employers help in combating unfair competition. We do not believe that union employers should be penalized for their fairness. The best means of ending such disadvantage is to eliminate the wage and overtime exemptions under the Act as they apply to agricultural processing."

In his conclusion, Zagri added an additional suggestion that was well

received by many of the subcommittee's members:

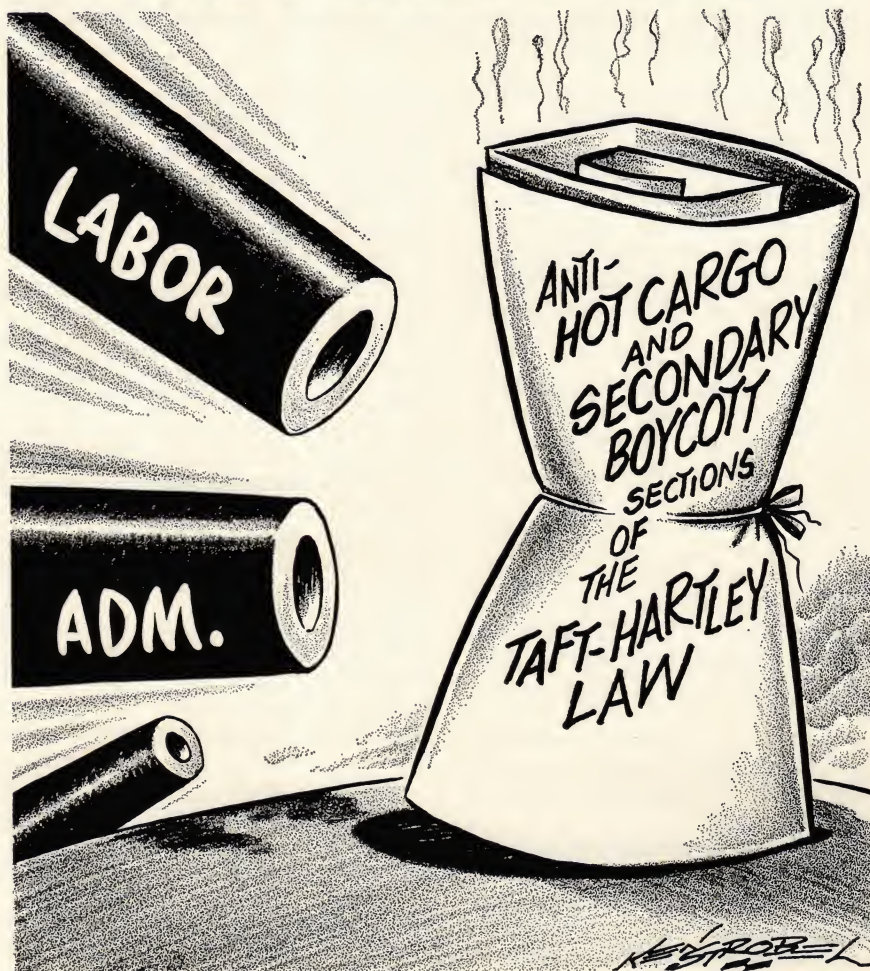
"As a matter of basic economy policy, let us extend the minimum wage protection rapidly to all affected workers (and) . . . let us adopt a realistic minimum wage level consistent with today's living costs and the living standards we expect American citizens to enjoy."

Open Shop

The Teamster legislative counsel testified before the same Senate Labor Subcommittee on the proposal to repeal Section 14(b) of the Taft-Hartley Act which permits states—the so-called "right-to-work" states—to enact laws authorizing compulsory open shops. He earlier testified before a House committee on the same subject.

With members of a DRIVE motorcade sitting in the hearing room behind him, Zagri reiterated the Teamsters Union view that "in the year 1965, the facts about our national

Time to Shoot at These



Teamster Honored



Thomas J. Kelly (right) president of Teamster Local 469, is shown receiving a plaque presented by James J. Flynn, mayor of Perth Amboy, N. J., in recognition of Kelly's selection by the Perth Amboy Human Relations Commission as its "Man of the Year." Kelly also recently was honored by the Perth Amboy Salvation Army of which he is chairman of the advisory board.

economy are such as to require a uniform national labor policy."

He continued:

"Section 14(b) has been a strong deterrent to the formulation of such a uniform policy. The absence of a uniform National Labor Policy has resulted in a great economic loss to the workers in 14(b) right-to-work states."

Zagri produced government statistics to prove that, based upon population figures for 1960, the net loss in personal income for the right-to-work states was more than \$8.3 billion in 1962.

After quoting numerous experts and producing other material to show the depressing effects of Section 14(b), Zagri told the subcommittee that this basic inconsistency in the National Labor Policy has resulted in:

—Emasculation of collective bargaining in the right-to-work states.

—Denial of federally protected rights to individual workers and their representatives under the guise of right-to-work laws.

—Division of Americans and promotion of class warfare destroying stable collective bargaining relationships.

—Promotion of low-wage competi-

tion for industry among the several states which offer as inducements low wages and weak unions.

Zagri testified before a House Labor Subcommittee on legislation to correct the absence of safety standards and enforcement procedures in connection with mines, pits, and quarries other than coal. He said:

"Many of our drivers drive into and from metal mines, nonmetal mines, stone quarries, sand pits and gravel pits in the course of their daily work. From the time that their vehicle leaves the public road and enters the access road of the mine, quarry, or pit, the safety regulations of the Interstate Commerce Commission no longer apply to them.

"Neither do the federal or state safety regulations which result in properly designed roads and proper posting of safety signs any longer apply when they are on the access roads."

Zagri said that inasmuch as Congress already has seen fit to enact legislation establishing safety standards and enforcement procedures in coal mining, marine transportation, and manufacturing under public contract, "it follows that this protection

AMA Finances Losing Battle

The most heavily financed lobbying group in America—the American Medical Association—poured \$951,570.13 down the drain during the first quarter of 1965 fighting passage of the Medicare bill.

According to lobbying reports filed with the House and the Senate, the AMA outdistanced all other organizations in terms of expenditures.

In spite of this huge outlay of cash to defeat legislation, passage of the Medicare bill was another indication of how far out of tune the AMA is with the desires of 20th Century Americans.

must be extended to workers in the industries covered by this bill."

The Teamster spokesman made no detailed recommendations for a safety code for mines, quarries, and pits other than coal—except to recommend that the Bureau of Mines come forward with a proposed code that Congress could incorporate into federal law. The Bureau of Mines has not come up with such a proposal despite excellent safety studies that are available.

Further bolstering of his plea for safety regulations in mining other than coal, Zagri cited a National Safety Council report of 1963 which showed that metal mines are second only to coal mines in severity of accidents, and quarrying rated fourth of all industry in accident severity.

Legislation under study by the subcommittee, Zagri said, failed to include some hazardous situations that particularly affect truck drivers. He said the poor condition of access and service roads, especially, should be a prominent feature of any safety code because they are a frequent cause of accidents.

Songster

This is a reproduction of the cover for a record just published and featuring Jimmie Doyle, a member of Teamster Local 898 in El Centro, Calif. Doyle, who does his own arranging, hopes to become a national recording star.



Illegal Trucking

Joint Congressional Committee Studies 'Gray Area' Measures

Both the Senate and House of Representatives have passed similar measures designed to strengthen enforcement against illegal trucking and the legislation is now under study by a joint committee to iron out differences.

As passed, the bills from both the Senate and the House would further cooperate agreements between the Interstate Commerce Commission and the states to enforce federal and state regulations.

They also would make it easier for the ICC to get service of process on offending motor carriers or brokers and to join other necessary parties without regard to where the carrier or other party may be served.

Differences

Stricken from the Senate bill, however, was a provision that would have authorized civil forfeitures for safety violations as well as for other types of infractions. Originally this had been considered one of the key goals of the legislation—aimed at the banishment from the highways of unsafe equipment operated by gypsy haulers.

Among other things, the proposed legislation provides for reparations against motor carriers and freight forwarders found to have charged illegally high rates. It was in this area that there was a strong difference between the Senate and House bills.

Under the House bill any person injured (by illegal high rates) through violations of the Interstate Commerce Act by motor carriers or freight forwarders—under respective sections applying to them—could seek a court injunction to stop the violation. The Senate measure left out freight forwarders.

The Senate Commerce Committee report, in referring to the deletion of the provision that would have extended civil forfeitures to safety violations, said that if the ICC revises its regulations to separate major from minor infractions, "the Committee might look with favor upon the inclusion in this (civil forfeiture) section of such separate safety rules and regulations."

Said the report:

"The Committee recognizes that safety regulation compliance has been a problem with respect to those who do not otherwise comply with the law, and that civil forfeiture fines would be helpful to the Commission in the important area of motor carrier safety.

"It was pointed out to the Committee, however, that as presently written, the Commission's rules and regulations number in the hundreds and include not only major infractions but also comparatively minor infractions such as burned out side marker lights."

Sen. J. Frank Lausche (D-Ohio) submitted a supporting report accompanying the legislation when it was sent to the Senate. The report explained why illegal transportation is

a problem requiring action by Congress. He wrote:

"Illegal transportation is big business. The ICC, on the basis of road checks in 42 states, has estimated it involves a minimum of \$500 million a year. Other experts feel the cost of illegal transportation is even higher, amounting to from \$1 billion to \$5 billion a year. . . .

"While the annual cost of a billion dollars or more is a direct measure of the revenue lost by the regulated carriers, both truckers and railroads, to illegal transportation, the problem is more serious than that.

"The loss is serious in terms of the common carrier industry because these carriers are the backbone of our national transportation industry. These regulated carriers are of crucial importance because of their public interest obligation to serve all of the public, in virtually every community in America, in good weather and bad, and in good times and bad.

"Without common carriers with a universal obligation to serve, transportation would quickly deteriorate

Teamsters Aid Teamster



George Roxburgh, business agent, representing President James R. Hoffa, Vice President Frank E. Fitzsimmons, and the executive board of Teamster Local 299 in Detroit, is shown presenting a check totaling \$1,043 to Rubin Porter, Local 299 member, employed by Federal Department Stores Warehouse. Porter was injured in an auto accident two years ago and has been confined to a wheelchair with paralysis of the lower limbs since that time. Local 299 donated \$100 to help Porter and the rest of the money was donated by individual members. Viewing the presentation are friends and members of Local 299 and (next to Roxburgh) Maurice Klynn, representing the company.

into a means of promoting the economic activity of a few. The public interest requires that we protect these carriers against the abuses of illegal carriers who assume no public responsibility.

"The presence of highway poachers also penalizes the shipper, the community, and the public more directly.

"The illegal operator often evades tax laws as well as transportation laws, and the law-abiding must pay the difference. The public also pays more for goods because freight moved illegally takes revenue from the lawful common carriers, causing their rates to be raised to pay the fixed operating costs of labor, maintenance, and equipment.

"Furthermore, the evidence to date indicates that illegal truckers are far more prone to highway accidents than are the lawful operators.

"This problem has been called the 'gray area' of transportation. This is a misnomer. The problem is black, not gray. It arises from illegal transportation, although such illegal operations are frequently masked under various disguises and facades to give them the appearance of legality.

"Combating illegal carriage is not

an easy task, and even with new enforcement tools, the illegal operator will not be driven off the highway."

Sen. Lausche concluded by noting that the proposed corrective legislation would "muster new weapons in this legal fight against unlawful carriage" by improving enforcement cooperation between the ICC and the various state commissions.

He added: "It would increase the penalties for unlawful transportation activities, ease some of the legal burdens which handicap the enforcement efforts of the ICC, and provide new means of legal recourse for those damaged by illegal operations."

Truth-in-Lending Bill Reintroduced By Douglas

The fight on behalf of consumer protection fortunately never ceases.

Sen. Paul H. Douglas (D-Ill.) at mid-July reintroduced his bill providing for "truth-in-lending" which would require creditors to supply statements of the total finance charge "in dollars and cents" and of the true

annual interest rate on the outstanding unpaid balance of the debt.

Douglas commented: "The bill does not attempt to regulate or control the rate of interest or the cost of credit. It would, however, enable the typical consumer to compare the cost of credit from various sources and make an intelligent decision."

Credit Industry

This was the fourth time Douglas has introduced such legislation. Its defeat during three previous Congresses, he said, proved that powerful segments of the consumer credit industry oppose ethical standards in their field.

Exorbitant Rates

He added: "Truth in lending would obviously work to the disadvantage of those who charge an excessively high rate of interest. If we pass this bill, these firms will either have to lower their rates or face a loss of business to their competitors. Up to now, these operators have been able to get by with charging exorbitant rates through confusion and subterfuge."

Truck Tonnage Up 10.3% In 1st Quarter

The volume of intercity freight transported by truck during the first quarter of this year was 10.3 per cent higher than tonnage transported in the first quarter of 1964.

The American Trucking Assns., said 2,599 common and contract motor carriers carried 120.3 million tons of intercity freight in the first three months of this year. First-quarter totals in 1964 came to 109.1 million tons.

Nine Areas Gain

All nine geographical regions reflected tonnage increases in 1965's first quarter over the same period last year.

Central, Northwestern, Middle Atlantic, and Southwestern carriers all had gains of more than 10 per cent—respectively 14.8, 14.1, 13.2, and 11 per cent.

Other increases: Mid-Western 7.4 per cent, New England 6.3 per cent, Pacific 5.5 per cent, Southern 4.4 per cent, and Rocky Mountain 3.1 per cent.

Teamster Sponsored



The Minor Juvenile Hockey Team sponsored by Teamster Local 352 won the Metropolitan Toronto and North York championships last season. Jack Hurd, Local 352 secretary-treasurer, identified the champs as (left to right): Front row—Dave Thompson, Rob Purvis, Jim Pugh, Bruce Mee, Paul Erikson; Second row—Danny Kushnier, Jerry Korentos, Jim Campbell, Brian Ash; Third row—Hodge Wagner, Keith Standing, Dave Aikin, and Dave Chalmers.

Target-14(b)

Illinois—Michigan Motorcade at the Front



Addressing DRIVE banquet, Ray Schoessling, president Jt. Council 25, told delegates: "We are happy to be a part of DRIVE's national effort to repeal 14(b) and fight for legislation that will help working people everywhere. In supporting DRIVE, Jt. Council 25 recognizes the importance of extending the effective political action of Jt. Council 25 in conjunction with all other Teamster joint councils, thus maximizing the effectiveness of the national effort. We recognized that the election of pro-labor congressmen from big cities is not enough to overcome anti-labor strength in other sections of the country. It is for this reason, that we are happy to support DRIVE as part of a national effort to elect our friends and defeat our enemies." Listening to Schoessling are (left to right) Sen. Phillip A. Hart, Michigan Democrat and DRIVE Director Sidney Zagri standing.

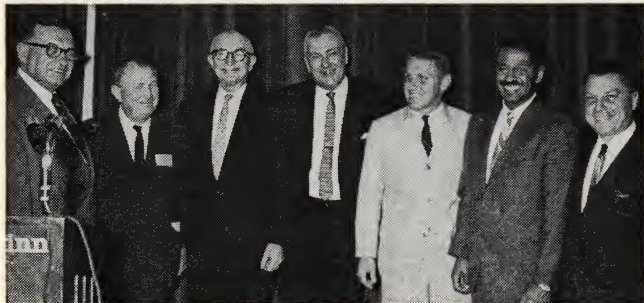


Photo above, Sidney Zagri, DRIVE Director, Joe Bernstein, Senator Wayne Morse, Michigan Conference of Teamsters DRIVE Director Otto Wendall, James Hoffa, Jr., Congressman John Conyers, Jr., (D-Mich.) and Teamster President James R. Hoffa. Photo below, Illinois DRIVE delegation with Senator Paul Douglas (seated).



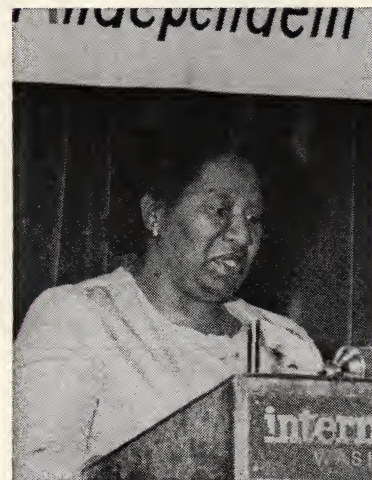
WHEN the battle for repeal of Section 14(b) of Taft-Hartley reached its climax in Washington, D. C., last month, DRIVE motorcades from Chicago Joint Council 25 and from the Michigan Conference of Teamsters were in the front lines on Capitol Hill.

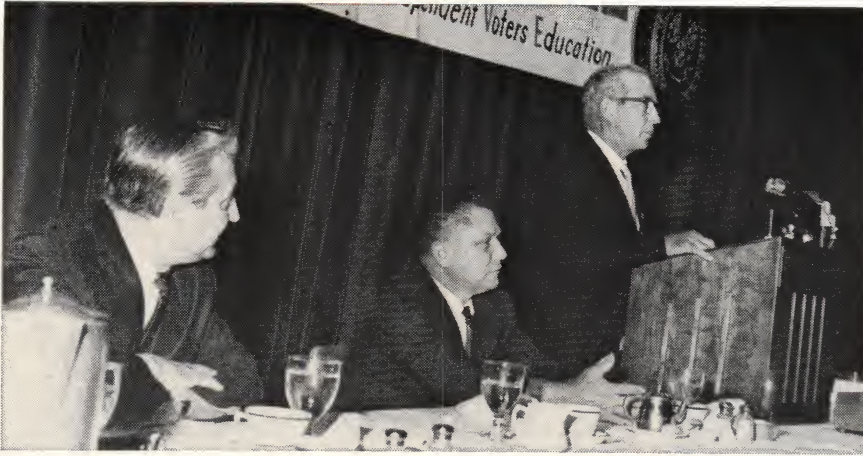
The importance of their mission was outlined by the numerical fact that Illinois has 24 Congressmen and Michigan 19. DRIVE Director Sidney Zagri credited the two motorcades with "yeoman work" in the assault on the compulsory open shop law. Their activities are photographically portrayed on this and the following page.



In photo at left, Joe Bernstein, president Local 781, Chicago, and Chairman of DRIVE and TVIP for Jt. Council 25 addresses motorcade banquet. Photo at right, Congressman Frank Annunzio (D-Ill.), Bernstein, Teamster President James R. Hoffa, and Congressman Roman Pucinski (D-Ill.) in legislative huddle.

Photo left below, DRIVE member reports back from Congressional interview on her findings on stand of congressmen on certain issues. Photo right below, DRIVE members enjoy a lighter moment during a break in proceedings.





Robert Holmes, secretary-treasurer of Jt. Council 43 reports to motorcade delegates as Congressman Roman Pucinski and Teamster General President James R. Hoffa listen to his remarks. Repeal of Section 14(b) was a vital topic at this DRIVE banquet session.



Senator Phillip A. Hart (D-Mich.) discusses the serious business of legislation and the importance of Teamsters being a part of political activity on local and national levels.



Joyce Symons, a member of the lower house of the Michigan state legislature, was feature speaker at DRIVE banquet session honoring motorcade delegates.



Otto Wendall, executive director of DRIVE for the Michigan Conference of Teamsters, lays the importance of political action on the line at DRIVE banquet.

On a tour of Teamster headquarters in Washington, D. C., motorcade delegation pays a visit to Teamster General Secretary-Treasurer John F. English.

On the steps of the White House, DRIVE motorcade delegation stops for cameraman to record their visit. A grand tour of Washington is a highlight of motorcades.



'Indifference' Nailed**Auto Makers Face Senators
In Hearing on Auto Safety**

WHILE horsepower headed higher and car insurance rates were increasing, a Senate subcommittee in July assailed auto makers with a barrage of questions about car safety that proved to be generally embarrassing to the Detroit moguls.

Spokesmen for General Motors and questions about the safety aspects of Chrysler were treated like errant children for their willy-nilly answers to auto construction. Ford and American Motors executives came out of the hearing with relatively unblemished images.

Sen. Abraham A. Ribicoff (D-Conn.), chairman of the Senate Government Operations Subcommittee on Executive Reorganization, led the inquiry which nominally considered the federal role in traffic safety. He was joined by Sen. Bobbie Kennedy of New York who applied inquisitorial tactics for which he has become famous.

Stress Power

When the smoke had cleared, the top officials of the four major automobile manufacturing companies returned to Detroit licking the industry's wounds and met later to discuss the growing criticism of car safety. They then announced that Ford, GM, Chrysler, and American Motors agreed to "undertake at once the preparation of plans for a cooperative program to expand the industry's efforts in the field of automotive safety."

Even as this grand sentiment was being expressed, there was ample evidence that Detroit will continue to stress power in the 1966 models to be marketed next year.

Lincoln will produce a 462-cubic-inch engine capable of more than 500 horsepower—up from its 1965 engine of 430-cubic-inches. Chrysler's current 413-cubic-inch product will be increased to 440-cubic-inches. Pontiac is reported developing an overhead cam 6-cylinder engine capable of 500 horsepower or more, and Ford is said to be working on the same type of engine for 1967.

Chrysler also is believed to be preparing a street version of a specialized

racing engine called "King Kong" which develops about 500 horsepower. Mercury's Comet this year has a 280-cubic-inch engine; next year a 396-cubic-inch engine will be available for the Comet. Chevrolet reportedly will offer its 396-cubic-inch engine, now reserved for big cars, in the smaller Chevelle for 1966. The Chevrolet Impala sport coupe, standard with a 140-horsepower engine, can now be purchased with a 425-horsepower engine.

Auto insurers, meanwhile, have again gotten tired of red ink and for the tenth straight year are raising their premium rates. The car insurance industry has suffered heavy underwriting losses in the past two years.

One firm, Springfield Insurance Co., of Springfield, Mass., which once insured three-quarters of a million autos, has abandoned the field completely. Other firms, like State Farm Mutual Auto Insurance Co., the nation's largest auto underwriter, have cut back their sales in terms of new business.

The biggest single reason for increased auto policy rates is the sharp

rise in auto accidents. Auto mishaps have risen to more than 14 million annually—a 40 per cent increase since 1959. On top of that, the damage from those accidents has gone past the \$9 billion a year mark.

Personal injury claims are rising, auto repair costs are increasing, and automobile theft this year is running 27 per cent ahead of the 1964 pace when nearly a half million cars were stolen.

In the face of these facts, it was understandable that Sen. Ribicoff—a long-time champion of highway safety—pressed the auto manufacturers when they appeared before his subcommittee.

After eliciting testimony that the 170,000 Cadillacs made last year were equipped with dual braking systems while 2,250,000 Chevrolets made in the same year were not, Ribicoff asked GM President James M. Roche: "If it's good enough for a Cadillac, why isn't it good enough for a Chevrolet?"

Roche answered with the limp explanation that engineering opinion differs as to the need for reserve mechanical braking systems.

Frederic G. Donner, GM's board chairman (\$653,000 in salary and bonuses last year), admitted that while the company's profits were \$1.7 billion in 1964, only \$1 million was spent on a safety study.

Both Donner and Roche told the subcommittee that GM had abided by a 1957 industry agreement to refrain

Distinguished Visitors

Recent visitors to Teamster headquarters in Washington, D. C., included Josephine Provenzano. She is shown here with her father, Anthony, who is an International Union vice president, Teamster General President James R. Hoffa, and Father Jerome L. Toner, dean of industrial relations, St. Martins College, Olympia, Washington.

from promoting speed and racing. Observers familiar with auto race track events around the nation, however, termed this a "white lie," inasmuch as while GM and the other manufacturers do not formally enter racing events, they encourage dealers to supply pit crews and expert advisors for many smaller race events.

Ford, incidentally, had a big stake in the most recent Indianapolis 500-mile race where it advertised widely the fact that 17 of the 33 entries had Ford V-8 racing engines.

Chrysler spokesmen also got their lumps in the Ribicoff hearing. Harry E. Chesebrough, Chrysler's chief for product planning and development, squirmed when Ribicoff brought out the fact that certain Chrysler products were sold this year with steering mechanisms that could break away from their moorings unless rewelded.

Chesebrough testified that the company, upon discovery of this defect, immediately notified its dealers. Questioning brought out, however, that the purchasers of the cars that had the weak steering mechanisms were not personally notified of the defect.

At one point in the hearing, Chairman Ribicoff found himself asking Chesebrough, "Do you really care about safety . . . ?" Chesebrough said he certainly did.

Representatives for American Motors Co., and Ford Motor Co., came off unscathed in the hearing.

AMC President Roy Abernethy said he did not understand the reluctance of other auto makers to adopt dual braking which has been standard on all Ramblers since 1962.

Abernethy did run into trouble, though, when he said the AMC experience with seat belts indicated that even when they were provided many motorists did not use them.

Ribicoff expressed impatience with attempts to use seat belts as a "whipping boy" to show that safety does not sell. He also criticized what he called an overemphasis by industry spokesmen on the role of the driver in safety—a tack taken strongly by GM and Chrysler.

The Connecticut Senator said he saw no reason why car design should not be as safe as possible, "even for drunk drivers."

Ford President Arjay Miller presented a full portfolio of safety work by his company and other organizations. Learning from the mistakes made by the other auto spokesmen who had testified earlier, Miller called for a federal safety research program in which he promised Ford's full cooperation.

Ford did get some criticism for its

participation in auto racing which Ribicoff suggested encouraged impressionable youth to drive even faster. Miller replied that since Ford products would be raced by others in any case, that the company thought it was better done by its own people.

Each auto company spokesman, of course, detailed auto safety features that were either standard or optional equipment on their products. But AMC's Abernethy was the only one who said: "We should do more force feeding with safety features, when they have won basic engineering approval."

The auto manufacturers were not without their sympathizers on the subcommittee. Wherever possible through the course of the hearings, Sen. Carl T. Curtis (R-Neb.) reversed the trend of questioning and tried to emphasize the driver's role in traffic safety.

Ribicoff's hearing was only one of seven sets of congressional hearings scheduled through the summer on the subject of auto and highway safety. As August neared, some 36 bills were placed in the congressional hopper with proposals to make cars run safer, smell sweeter, or to otherwise tidy up the nation's highways.

Whatever the outcome, it was plain that Detroit's automobile manufacturers could no longer afford the "indifference" to auto safety with which they were charged recently by Sen. Ribicoff, Sen. Gaylord Nelson (W-Wis.), and others in Congress.

● New Union Paper

Teamster Local 738 in Chicago, Ill., has begun publication of a 4-page newspaper, joining the growing list of affiliates using this line of communication.

Michael J. Fomusa, Local 738 secretary-treasurer, said "Local 738 Highlights" will be published quarterly in the beginning. He hopes to increase publication frequency in the future.

● Steward Training

Thirty-seven members of Teamster Local 452, in Denver graduated recently from a stewards' training class conducted by Herman Erickson, professor of labor and industrial relations at the University of Illinois.

Teamster Champs



Winners of the New Jersey State Teamsters Bowling tournament recently was this team from Local 560 in Union City, N.J., of which International Vice President Anthony Provenzano is the president. Shown (left to right) are: Jack Germain, John Sorgente, Dom Colavito, Anthony Noweski, Thomas Trezza, team captain, and Joseph Trezza.

● Auto Safety Legislation

New Jersey Congressman James J. Howard has introduced three bills as part of a campaign to end what he calls "the appalling and unnecessary slaughter" on the nation's highways. Among the measures is a proposal authorizing the government to spend \$5 million to develop a model safety car. He also would prescribe safety requirements for all autos sold or shipped in interstate commerce, and set federal standards for grading and labeling of auto tires.

● Fair Labor Protections

"There is a significant correlation between poverty earning and exclusion for the protective provisions of the Fair Labor Standards Act. Among family heads employed in industries generally covered by the Act, only 5 to 10 per cent had annual incomes under \$3,000 in 1963 . . . But in industries where there is little or no coverage, the proportions jumped to 33 and 49 per cent respectively."—Labor Secretary W. Willard Wirtz in recent congressional testimony.

● Excessive Returns

Sixty per cent of the 188 private power companies in the United States had revenues in excess of the traditional 6 per cent rate of return considered liberal by the Federal Power Commission. The FPC's annual report released recently showed that 60 per cent of the companies had average rates of returns of 7 per cent or more, and nearly 30 per cent of the companies had profits amounting to a return of 8 per cent or more.

● Labor's College Image

Organized labor's image suffers on the hundreds of campuses in the United States according to a survey by *Newsweek* magazine. Asking college students how much confidence they had in various institutions, *Newsweek* found the ivory tower kids expressed greatest confidence in the scientific community (76 per cent), medical profession (73 per cent), banks and financial institutions (66 per cent). The collegians expressed the least confidence in television—and the next least confidence in organized labor.

● Mississippi Strike

The growing strike of Negro cotton pickers and choppers in Mississippi has been largely ignored in the press. The workers struck at Delta in June

with hopes of improving their wages which, in some cases, were as low as \$3 a day. Since then, the newly-formed Mississippi Freedom Labor Union has picked up steam. Pickers, choppers, and tractor drivers have walked off their jobs at Greenville, Winterville, Laymount, Rosedale, Batesville, Tibbett, Anguilla, Glenallen, and Shaw.

● Look Under 'M'

Webster's Third New International Dictionary has included a new, famous word for the first time—"mccarthyism (Joseph R. McCarthy, 1957 American politician): a political attitude of the mid-twentieth century closely allied to know-nothingism and characterized chiefly by opposition to elements held to be subversive and by the use of tactics involving personal attacks on individuals by means of widely publicized indiscriminate allegations especially on the basis of unsubstantiated charges."

● Extremists and Education

Extremists are increasing their attempts to take over control of public education through school boards and parent-teacher organizations according to a report made recently at the National Education Assn., convention. Edwin W. Davis, associate secretary of the NEA Commission on Professional Rights and Responsibilities, said the commission last year received 1,000 reports of extremist activity.

● Strikes Pain Spain

Strikes are defined by the Spanish penal code as punishable acts of sedition. Under present law, all strikes are illegal and punishable by as much as 12 years' imprisonment and deportation. The Spanish government, bowing to world pressure, is currently considering modifying the law so as to distinguish between "political" strikes and strikes motivated by economic discontent.

● Goof Balls

President Johnson has signed into law a bill imposing stiff federal controls on the manufacture and sale of "goof balls" and "pep pills." The Food and Drug Administration has estimated that half of the 9 billion amphetamines (stimulants) and barbiturates (depressants) manufactured in the United States annually are sold on the black market.

● Polygraph Measure

Rep. Cornelius Gallagher (D-N.J.), the man who sparked a congressional investigation of government

lie detection, has introduced legislation that would virtually prohibit the use of polygraphs by federal agencies. Gallagher's bill would bar the acquisition or employment of the machine unless the secretary of a department or the head of an agency personally authorized it in each instance on the ground that it would be "of extraordinary necessity in protecting the national interest."

● Long Rigs Authorized

Five more states have authorized longer tractor-trailer combinations on their highways according to Commerce Clearing House. Increasing their combinations to 65-foot maximums in recent months were Colorado, Kansas, Nebraska, North Dakota, and Texas. Other states already using the 65-foot limit include Arizona, California, Hawaii, Idaho, Indiana, Nevada, New Mexico, South Dakota, Washington, and Wyoming. Eight states have 60-foot maximum while the others are 55 feet or less.

● IRS Wiretapping

Internal Revenue Service Commissioner Sheldon S. Cohen confessed to Senate investigators recently that there were four cases in which "devoted and courageous" income tax agents had made unauthorized use of electronic snooping devices during investigations. Cohen said the use of such devices was a departure from IRS policy—that the agents had "acted in a misguided and unauthorized effort . . ." Another IRS official admitted later that the agency operates a school to teach wiretapping techniques to agents despite a regulation banning use of such methods.

● Worker Savings Low

Despite the growth of the economy, it is estimated that 35 per cent of families in the United States have no savings, investments or reserve funds in the form of bank deposits, bonds, or stocks. A University of Michigan survey in early 1964 also found that one-third of the families interviewed and having an income between \$5,000 and \$7,500 had no savings, and almost one-fourth of the families with incomes up to \$10,000 had no savings.

● GM's 'Truck of Tomorrow'

General Motors has unveiled what it calls its "truck of tomorrow"—a turbine-powered tractor-trailer. GM says the rig incorporates "space-age styling in fiberglass and steel." It has fully-contoured "astronaut seats," air conditioning, a radio telephone, FM stereo radio, and replaces the steering wheel with twin dials mounted on a panel in front of the driver. The gas turbine engine develops 280 horsepower.

● Generous Stevens Mills

Recently the Charleston (S.C.) *News & Courier* carried a news story about Robert T. Stevens, president of J. P. Stevens & Co., textile mills in South Carolina. The story related mostly Stevens' attack

on the campaign to repeal Section 14(b) of the Taft-Hartley Act which permits right-to-work laws. Stevens, who once served as Army Secretary under former President Eisenhower, made \$108,300 in salary and bonuses last year. Headline on the *News & Courier* story: "Stevens Employees to Get Two Paid Holidays Per Year."

● Baltimore Bans Polygraph

An ordinance has been enacted by the city of Baltimore, Md., banning the polygraph—so-called "lie detector"—test as a condition for employment or continued employment. The ordinance exempts the local, state, or federal governments. Any employer found guilty of violating the ordinance will be subject to a fine not to exceed \$500.

● Debs Memorial

The Indiana legislature has made the Terre Haute home of Eugene V. Debs, pioneer labor leader, a state memorial. The Debs home was brought and restored through the Debs Endowment Fund established with funds contributed by unions throughout the United States. The International Brotherhood of Teamsters was one of the first to make a contribution—a sum of \$5,000—which was presented by General President James R. Hoffa.

● Air Freight Growth

The president of the nation's first and largest all-cargo airline predicts that future growth in air freight will make increases of the last 20 years seem "like a drop in a bucket." The forecast was made by Robert W. Prescott, head of the Flying Tiger line which is under contract to the Teamsters Union. As an example of the rapid growth, Prescott said, airlines this year are carrying one thousand times more air freight than they did 20 years ago.

● Patent Giveaways

Opposition is growing to Uncle Sam's practice of giving patents to private industry after inventions have been made through government-financed research. Sen. Wayne Morse (D-Ore.) introduced legislation which would require private companies desiring to acquire interests in such discoveries to pay a fair market value for the patent rights. Morse charged that the public is being "shaken down by an avaricious group of American business forces who seem to feel that whatever they can get by with is all right."

● Inaugural Souvenirs

Still available from the Inaugural Committee are copies of the official program for that event, with beautiful color photos of the First Family and the Vice President. The Committee is offering these remaining programs to members of organized labor at 75 cents each, plus 25 cents mailing charges. Address orders to Dale Miller, Inaugural Committee, 600 Independence Ave., Washington, D. C.

WHAT'S NEW?

Electrocute Bugs With Black Light

Any 100v outlet on the loading dock will power a new insect electrocutor that can be used inside or out and weighs 27 pounds. Black light attracts all flying insects to a charged grid which kills them instantly. The unit works best in the dark or in a dim light.

Towing Attachment Makes Tractor Wrecker

By means of a new towing attachment any fifth-wheel equipped tractor converts to a temporary wrecker by these simple steps:

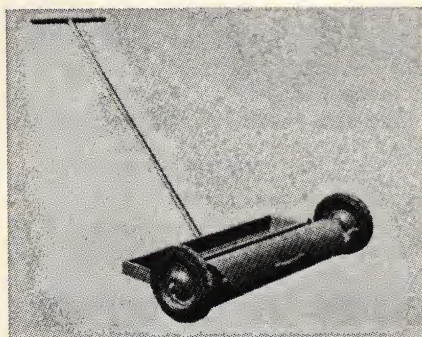
Raise unit above towing tractor and engage kingpin in fifth wheel.

Attach bumper bracket, adjust jack bar for proper towing clearance, hook up chains, then lift via attachment's two 20-ton hydraulic cylinders.

In towing, release the cylinders to lower the lifting beam, allowing the load to rest solidly for safe, high-speed towing with no swerve or sway.

Since the disabled unit is on its way in minimum time, the device more than pays for itself in savings in towing costs, road repairs, down-time etc.

Magnetic Sweeper Is Non-Electric



Nails and other ferrous materials can be easily picked up from shop floor, yard etc. with a non-electric magnetic sweeper that comes in 24-

36- and 48-inch widths. Magnets are mounted on the axle and the sweeper, that has a stainless steel housing, features rubber-tired, ball-bearing wheels.

Complete Test Kit For Tarp Fabrics

A Rhode Island firm is offering a tarpaulin fabric test kit that comes packaged in a compact file folder. Tests can be made for resistance to wind, weather, abrasion, puncture, grease, oil and other causes of tarp wear.

Representative fabric samples are included with the kit as well as a nail to determine puncture resistance and sandpaper for testing abrasive qualities. In addition, a handy checklist shows which fabric is best suited for each service need and a reference chart compares physical properties of canvas and other tarp fabrics.

Seamless Splices Absorb Punishment

Seamless splices for No. 10 through No. 22 wire are being marketed from Cleveland. This light-weight line of space-saving butt and parallel splices features solid, seamless, one-piece barrel construction that resists vibration, shock and stress. Shorts and shiners are prevented by permanently attached nylon insulating sleeves on the copper barrels. It is claimed that the splices will withstand temperatures from -60 to +250 degrees F.

Mud Guard Assembly Cuts Replacement Time

A new bracket that holds the flap like a vise and cuts replacement time to less than five minutes is a prime feature of a mud flap assembly recently offered. Designed to comply with state anti-sail and anti-splash regulations, the flap itself is molded of durable, rigid polyethylene in white, caution yellow or colors.

At installation, the backing plate bolts or welds to the rear frame of the truck, tractor or trailer tandem. The channel bar which secures the flap fits into slots at one end of the plate and is fastened by one nut at the other end. The bracket holds rubber or plastic flaps up to 24 inches wide, in thicknesses down to 1/8 inch.

Wiring Harness, Tubing Made Easier



Usable on sheet metal, plastic, wood, aluminum or walls of any material is a new fastening device for wiring harness, tubing etc. The simple steps for installing the hook staples are illustrated. The nylon body is tapped into a pre-drilled hole and



the staple is inserted manually. Once the wire of tubing is in place, a quick tap with a hammer secures the staple. In order to repair or replace the wiring, only the hook staple need be extracted while the nylon body remains in place. If damaged the hooks can be replaced but they are reusable if undamaged.

Clear Compound Protects Aluminum

Bare aluminum surfaces can be given a clear protective coating with a new acrylic compound that offers a 2-year guarantee against dulling, streaks or oxidation. Even in high salt spray areas, maintenance is reduced to just a wash job to keep aluminum bright and new looking.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.



LAUGH LOAD

Small Solace

Now, they tell us they have discovered a new cigaret with a filter that also contains a tranquilizer. You may still get lung cancer, but you won't give a darn.

All Very Simple

"Don't worry, old boy. I'll send my chauffeur."

"I didn't know you had car."

"I haven't a car."

"But why have you got a chauffeur and no car?"

"I had a car, but I couldn't afford both, so I sold the car."

"I would have kept the car and sold the chauffeur."

"Oh, no, I've got to have a chauffeur to take me to work in the morning."

"But how can he take you to work if you haven't got a car?"

"He doesn't have to. I haven't got a job."

Europe Summarized

Thornton Wilder's observations following a trip to Europe: In England anything is permitted that is not forbidden. In Germany everything is forbidden that is not explicitly permitted. In France everything is permitted, even what is officially prohibited. And in Russia everything is forbidden, even what is properly permitted.

Wrong Choice

"Does your husband understand horse racing?"

"Rather! The day before a race he always knows which horse is certain to win, and the day after he knows exactly why it didn't."

What a Pity!

"Your aunt's very rich. Does she enjoy good health?"

"Yes—gloats over it."

On a Diet

A man was introduced to a circus sword swallower. Not having seen a sword swallower before he asked him to demonstrate his art, whereupon the fellow apparently swallowed some pins and needles.

"But," protested the man, "those aren't swords; they're pins and needles."

"I know," was the reply. "I'm on a diet."

Sparrows and Faith

The British statesman, Gladstone, used to tell friends about a neighbor's little girl who really believed in prayer. When her brother made a trap to catch sparrows she prayed hard. Her faith was so absolute that her mother asked one morning, "Julia, why are you so sure your prayers will be answered?"

Julia smiled. "I know that my prayer will be answered," she said, "because I went out there three days ago and kicked the trap to pieces!"

Long-Winded Ticket

People who don't believe that Federal or some kind of aid to education is necessary should perhaps examine their judgment in light of the following communication found on the seat of a small airplane parked at the Lakeland, Fla., airport:

"To whom it may concern. The motor vehicle dep is checking on all aircrafts that are used in Fla. I would appreshate if you would get a Fla tag on this plain at once if you don't have this plane or any other one at all please disregard this citation other wise get a Fla tag for the one you have. would you please take ceas of this at once. it would save me lots of trouble and wearry trying to contact each and every one in person. if you dont have any one at all would you pleas write on back of this citation of where this aircraft is and who baught it amd mail it to the bearest auto tag office, yours truly, motor vehicle Dep of Polk co."

College Life

"Did you make the debating team?"

"N-n-no. They s-s-said I w-w-wasn't t-t-tall enough."

Quick Thinkers

Seeing a car rolling down the street without a driver, a man dashed from the pavement, clambered into the car, and slammed on the brakes.

A second man appeared from the back of the car, puffing and complaining, "What's the big idea?" he asked, "I'm pushing my car to a gas station, and you're the third quick thinker I've met in the last two blocks!"

Only the Best

The surgeon was discussing a forthcoming operation with a wealthy patient.

"Would you prefer a local anaesthetic?" he inquired.

"I can afford the best," replied the wealthy patient. "Get something imported."

Short and Suite

"I want to see some furniture."

"Yes, sir. Modern or comfortable?"

Painless Dentistry

Lulu entered the dentist's office reluctantly. Sitting in the chair, she nervously told the dentist:

"The thought of having a tooth extracted horrifies me. I don't know which I'd rather do—have a tooth pulled or have a baby."

"Well, make up your mind," the dentist said, "so I'll know how to adjust this chair."

Last Request

At the bedside of the dying dictator was his second in command, tears streaming down his face. The old dictator patted his aide's hand feebly.

"Do not grieve so, Comrade," he whispered. "I want you to know that because of your loyalty I am leaving you my money, my cars, my plane, my country estate, my yacht—everything!"

"Thank you, thank you," cried the man. "You're much too good to me. Oh, if there was only something I could do for you!"

The dying man boosted himself up a bit.

"There is," he gasped. "Take your foot off the oxygen tube!"

A Good Line

A father told his teenage daughter that he wanted her home by 11 P.M.

"But, Father," she complained, "I'm no longer a child."

"I know," answered her father. "That's why I want you home by 11."

FIFTY YEARS AGO

in Our Magazine

Vol. XII

(From the August, 1915 issue of the TEAMSTER)

Number 8

U.S. Threatened By War

Congressman Buchanan Gives Views

Lusitania Sinking Brings Warning

Since the sinking of the Lusitania, I have seen grave danger of this country becoming involved in the European war, and whenever and wherever I have had the opportunity I have exercised my influence to create a sentiment against it. I have talked with many trade union officials and others and find that the people are almost unanimously opposed to war.

I was officially connected with the trade unions until about nine years ago and I am still a member of the union, associating with union men to some extent, and when I exert my influence, as I have been and am doing in the direction of peace, I feel that I am representing their best interests.

I have seen the grave danger of this country becoming involved in war since the Lusitania was sunk and President Wilson sent his note of May 13th to Germany. The loss of innocent lives, among them women and children, appeals to any humane person's sympathy and disapproval.

No one attempts to say that this conflict on either side is being waged for the rights of men. In fact, both sides of the conflict deny responsibility for it. I am strongly convinced that the masses of people on neither side of this war know what they are fighting about.

I am not for "peace at any price," but I am opposed to war unless it is to prevent invasion of this country or to fight for the rights of men or democracy against autocracy. I have been and intend to continue to exercise whatever forces I can to prevent this country becoming involved in war until the danger I see has

been eliminated, no matter how or by whom I am criticised for it. I feel that I owe this to the labor people of the country.

I have received all the honors that my organization has the power to extend to any one. I have received better support in campaign time from the wage-earners than any man who has ever been in politics. I consider that I am only responding to the call of duty when I see grave danger confronting the masses of the people of this country, the wage workers, and warn them against such a danger. This I intend to do to the best of my ability, and in doing so I am only following the dictates of my conscience.

A pamphlet is being prepared that will anticipate every possible question that might arise in the minds of those honestly interested and eager to engage in a work that will earn not only the gratitude of the American Nation, but also the fervent, heart-felt commendation of all neutral countries, while to the belligerents en-

gaged in the conflict it will signify a heaven-sent chance to end a hell-inspired slaughter that offers profit to none but the organized dollar's representative who places wealth above human lives and progress.

If you, dear reader, are interested sufficiently to aid in this work by lending your efforts to establish a local council in your home, write a letter or postal inquiry to Labor's National Peace Council, Briggs House, Chicago, Ill., and a reply will follow by return mail.

Remember actions speak far louder than mere empty words; you are confronted with an opportunity to not only safeguard your own interest and the welfare of those you love and cherish, but also to advance world civilization.

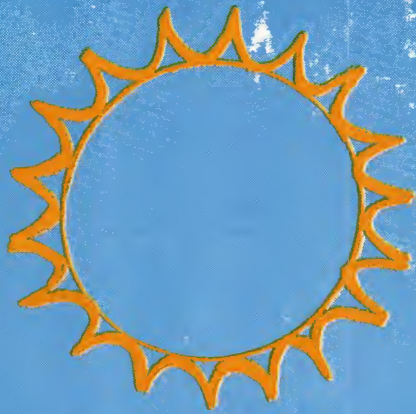
No one can answer this question but yourself.

You are either for peace or war; declare yourself, for now is the time.

FRANK BUCHANAN,
President Labor's National Peace Council.

At the right is artist's conception of the sinking of the Cunard liner Lusitania off the coast of Ireland on May 7, 1915. The ship sunk in 18 minutes after a German submarine attack with the loss of 1,959 lives, including 114 Americans.





PRACTICE SAFETY

While on Your Vacation

